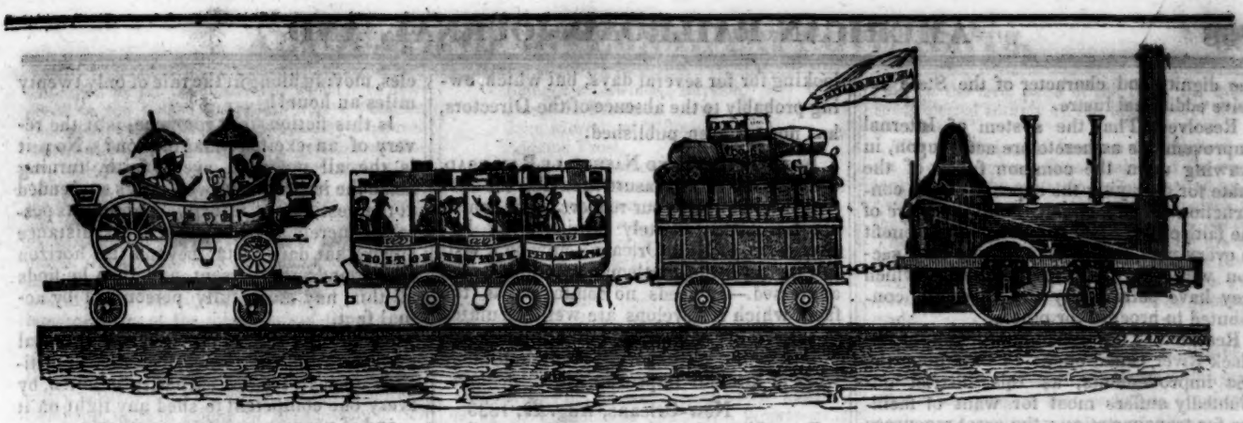

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, OCTOBER 24, 1835.

Those of our readers who are engaged in the construction of Railroads, are requested to look at the notice of the *Boston* and *Norwich* Railroad Company, who advertise the letting of the first section of their Road, from Norwich to Jewett City.

Long Island Railroad.—The proceedings of a large meeting at Williamsburgh, concerning the route of this road at its western termination, will be found in our columns—and deserve attention.

Railroads in Alabama.—We perceive by a late "North Alabamian," published at Tuscumbia, that measures are in progress to construct a Railroad from Mobile to the Tennessee Valley—a convention is to be held at Tuscaloosa on the 4th Monday in November, for the purpose of promoting that important object. That a road will be constructed, and within a few years too, which shall extend from Mobile to the valley of the Tennessee, we have not a doubt; nor do we doubt but that *other* roads will be constructed to connect *this* road with one of the *Atlantic cities*, and also with the New-Orleans and Nashville Road, which is already in progress—and when completed will be one of the greatest roads in the Union. Such are the resources of the South, and such its facilities for Railroads, that all great thoroughfares will eventually be by Railroads—and if fanaticisim and misguided zeal does not *dis*unite the States, we of the North will construct roads to meet theirs, when we shall become better known to each other, and have less to apprehend from sectional jealousies.

Black River Canal.—We find in the Lewis county Republican of the 13th inst., the following account of the proceedings of a convention called for the purpose of devising measures to forward the construction of a Canal to connect the waters of the Black River with the Erie Canal. We are gratified to find the people of that neglected section of the State moving upon the subject. It is a work of great importance to them, and they have only to *require* it to be done, and the work will certainly be constructed. They have our best wishes for its early completion, and we tender to them the columns of this Journal, if they think it can in any manner promote the best interests of the work.

BLACK RIVER CANAL CONVENTION — GREAT MEETING.

A Convention of Delegates from the counties of Oneida, Lewis, Jefferson, and St. Lawrence, interested in the construction of the Black River Canal, was holden at Lowville in the county of Lewis on the first day of October inst. in pursuance of a resolution of a public meeting previously held at that place, for the purpose of taking into consideration the subject of the said Canal, and devising such means as should be thought most efficient in procuring the passage of a law for its construction.

The object of the convention was briefly and pertinently stated by James T. Watson, Esq., of Lowville, and the convention was organized by the appointment of Patrick S. Stewart, Esq., of Le Ray, chairman pro. tem.

On motion, it was resolved that a committee of five be appointed by the chairman to report to the convention suitable persons for officers to preside over its deliberations.

The chairman nominated the following committee. Hon. Charles Dayan, of Lowville, Joseph Graves, Esq., of Rutland, Oliver Child, of Le Ray, Harrison Blodget, of Denmark, and Gen. Ela Merriam, of Leyden.

The committee reported the following persons: Sylvester Miller, Esq., Pres't.; Hon. Micah Sterling, of Watertown, A. L. Madison, of Gouverneur, Lemuel Hough, of Remsen, and Homer Collins, of West Turin, Vice Pres'ts; John W. Tamblin, of Le Ray, Henry Graves, of Boonville, and Hervey Brayton, Sec'ys.

On calling the lists of delegates appointed to attend the said convention, it appeared that 233 were present.

Mr. Stryker, of Rome, submitted the following resolution. "Resolved, that a committee of seven be appointed by the President, for the purpose of drafting and reporting resolutions expressive of the sense of this convention." Which was unanimously adopted.

Whereupon the President named the following persons to constitute said committee, viz. John Stryker, Elisha Camp, Eli West, James T. Watson, Ziba Knox, Lemuel Hough, and Patrick S. Stewart.

The Convention was then addressed by the Hon. M. Sterling and others.

The committee appointed to draft resolutions reported the following, which were unanimously adopted.

Resolved, That the great State of New-York which took the lead in the march of Internal Improvement, and in developing sources of prosperity to her citizens by the construction of Canals, ought not yet to stop in her course, and suffer other States to go before her. Because she is able from her productive resources to extend the benefits of Internal Improvements, which have already elevated the character of the State, and enriched a great portion of her citizens. Because she would do injustice to a section of the State whose natural advantages for constructing a Canal and whose productions are at *least* equal to those sections on which the bounties of the State have been freely bestowed. Because the great production and commerce of iron, lumber, and other cumbersome articles, require greater facilities of market. Because the productions of a portion of our State which now are compelled to seek a doubtful market in a foreign country, should be able by Canal navigation to reach the City of New-York, destined by nature to be the emporium of the United States. Because laudable enterprise would be stimulated, individual and national wealth increased, and

the dignity and character of the State receive additional lustre.

Resolved, That the system of Internal Improvements as heretofore acted upon, in drawing upon the common funds of the State for defraying the expense of the construction of Canals, is virtually a *pledge* of the faith of the State to extend equal benefit to every part, and to compensate each section with the means of prosperity which they have patriotically and cheerfully contributed to procure for others.

Resolved, That the construction of the Black River Canal ought to be among the first improvements, as this district undoubtedly suffers most for want of facilities for transportation; the great resources of the country, producing cumbrous staples, must remain closed and unproductive without a Canal.

Resolved, That while we have seen with feelings of pride and satisfaction our fellow citizens of the East, West, and South, accommodated with Canals—and that while we assented to, and assisted in the enacting of laws for promoting the interest of other sections of our State to the injury of those who live in the valley of the Black River, we acted on the patriotic principle that private interest should be yielded to public good; that we are satisfied that the same principle now operates in our favor, and that right and equal justice demand a reciprocal sense of liberality and patriotic course of conduct from those who are now enjoying unexampled prosperity by accommodations constructed with our full share of expense.

Resolved, That though we have been repeatedly disappointed in our application for a law providing for the construction of said Canal, still the justice of our claim, the undoubted practicability of the project, and the great advantages to be derived from it, not only to this, but to other parts of the State, inspire us with confidence that the fostering hand of the State will no longer be withheld.

Resolved, That the immense quantities of valuable timber with which the valley of the Black River abounds, the inexhaustible beds of iron ore, the great fertility of the soil, the industrious and enterprising habits of the population, and the increased resources of revenue which will be developed, furnish a sure guaranty to the State, that the expense of its construction would be soon reimbursed.

Resolved, That a committee of five be appointed by the President to prepare an address to the people of the State—

Whereupon the following persons were appointed:

Eli Collins, of Lewis co.
P. S. Stewart, of Jefferson co.
J. H. Bronson, of Watertown,
Elisha Camp, of Sackets Harbor,
J. Hathaway, of Oneida co.

On motion, Resolved, That the proceedings of this convention be signed by the officers and published.

SYLVESTER MILLER, Pres't.
MICAH STERLING, A. L. MADISON, LEMUEL HOUGH, HOMER COLLINS, } V. Pres'ts.
J. W. TAMBLIN, HENRY GRAVES, HARVEY BRAYTON, } Secretaries.

NEW-ORLEANS AND NASHVILLE RAILROAD.—We find in the "Alabamian" the following article in relation to this Road, and we give it in anticipation of the Chief Engineer, Mr. Ranney's, Report, which we have been looking for for several days, but which, owing probably to the absence of the Directors, has not yet been published.

NEW-ORLEANS AND NASHVILLE RAILROAD.—We take great pleasure in laying the subjoined letter before our readers, with which we have been politely furnished by Mr. Breedlove, of New-Orleans—now on a visit to this city—the gentleman to whom it was addressed.—It needs no comment, as the facts which it develops are well calculated to satisfy every candid mind of the entire practicability of this truly great and noble work of internal improvement.

New-Orleans, Aug. 29, 1835.

Dear Sir:—Our Engineer, Ranney, has submitted to me, as acting President, his Report; but from the absence of some members and sickness of others present, no quorum can be formed now; consequently, no action can be had on it by the Board, otherwise it would have been printed and a copy furnished.

The total distance from here to Nashville, is 565 miles—and this, together with upwards of 500 miles lateral roads, have been surveyed in the short space of about six months, and at an expense of 25,000 dollars—all contributed by individuals, and generally under the belief that it would not be refunded.

Total height to be overcome,	2649 ft.
Average descending grade towards Orleans. per mile,	4 2-3
Do. ascending do.	4
Length of straight line,	308 miles
Do. curve over 10,000 feet radius,	113
Do. under 10,000 and over 5,000 feet radius,	114
	554
His estimation of cost for construction of these 565 miles, ready for cars,	$8,681,945
To which add cost of machinery, including engines, cars, &c.	882,000
Being 40 locomotives,	280,000
360 1st class cars,	252,000
1000 2d do do	200,000
1000 3d do do	150,000
Real Estate, Deposits, Water Stations, &c.	500,000
	10,063, 946

The average construction per mile, will be $15,165; that for a single track, but graded for a double one—when, in the course of time, it should be necessary to add another, its expense will be about $6,500 per mile.

The breadth of Railroads generally, in this, as well as in other countries, has been fixed at 4 feet 9 inches—but Ranney suggests the propriety of extending this 5 feet 6 inches, and adduces as reasons for this unusual breadth, greater stability of machinery, less liability to accident, more compact and powerful engines, and commodious cars; also, the advantage of using wheels of greater diameter by which the machine of the locomotive may be worked at a slower rate, and the same velocity maintained; the cost being the same. The Rails weigh about 55 pounds the lineal yard, and cost, with necessary fastenings, about $400 per mile; 50 miles already contracted for, deliverable in February.

But conceive if you can, of these locomotives, all puffing and snorting, bearing in their train 2366 cars laden with 10,000 passengers; 40,000 bales cotton; ——— hhds. tobacco, and other unnumbered articles, moving along at the rate of only twenty miles an hour!!

Is this fiction, is it romance, is it the revery of an excited imagination? No; it is the all powerful eye of faith, turning aside the impenetrable veil that's suspended at the vestibule of futurity, enabling its possessor merely to look but a short distance down that dark vista, beyond the horizon that bounds the present, and then he finds all this, nay more, fully personified by actual fact.

As the Engineer proposes an unusual BREADTH from that generally adopted, criticism upon it, is most earnestly solicited, by every one competent to shed any light on it—and if your acquaintance authorizes, you may profitably use it for the Company, by having it noticed through the medium of the press.

Respectfully,
JOSHUA BALDWIN.

☞ AT a numerous meeting of the inhabitants of, and persons interested in Real Estate in Williamsburgh, Bushwick, Newtown, Flushing, and North Hempstead, convened in pursuance to public notice at the house of William Ward, in Williamsburgh, on Friday, the 16th October, 1835.

The notice for the meeting having been read, the meeting was organized by choosing the following officers:

GENL. JEREMIAH JOHNSON, *President.*
COL. GEO. WILLIAMS, of Newtown, SILAS BUTLER, Esq., of Brooklyn, } *Vice presidents.*
CHARLES DE FOREST, of New York, ISAAC W. BOWNE, of Flushing, } *Secre's.*

The object of the meeting having been stated, it was on motion of Edward Sanford, Esq.,

Resolved, That a Committee of *seven* be appointed by the President, to retire and draft a memorial to the Board of Directors of the Long Island Rail Road Company, on the subject of the location of the main route of that road, and also to report resolutions expressive of the sense of this meeting, whereupon the following gentlemen were appointed on that committee:

William R. Prince, of Flushing; George J. Rapelye, of Newtown; John Morrell, of Williamsburgh; Edward Sandford, of New York; William P. Hallett, of New York; P. J. Fish, of Williamsburgh; John Noonan, of Flushing.

The committee after retiring, reported by William P. Hallett, Esq., the following memorial and resolutions, which were unanimously adopted, viz':

MEMORIAL.

To the Honorable the Board of Directors of the Long Island Rail Road Company.

The memorial of the undersigned inhabitants of, and persons interested in real estate in the village of Williamsburgh, and in the towns of Bushwick, New town, Flushing, and North Hempstead, respectfully shows,

That they are informed that surveys and estimates are now in progress under your direction for the purposes of enabling you to decide upon and select the most eligible and advantageous route for the location of the Long Island Rail Road. That the undersigned, in common with their fellow citizens of other towns on the Island, feel a deep interest in the promotion of the work, and in extending and diffusing the great benefits to flow from so important an improvement, to the greatest number of individuals and the most enlarged practicable territory. That the Brooklyn and Jamaica Rail Road Company having declined to become subscribers to the capital stock of your Corporation, and unite their road with the one to be constructed by you pursuant to the act of incorporation, you are under the necessity of constructing your road from Jamaica to the water's edge at Williamsburgh and Brooklyn, without reference to the road constructed by that company, being thus left at liberty under the provisions of your charter to select such route as will combine the greatest number of advantages to your company, the travelling public and the mass of community, the undersigned would respectfully press upon your attention the great saving in distance which can be effected by locating the route of your rail road from the village of Williamsburgh, through the towns of Bushwick, Newton, Flushing and North Hempstead.

From the cursory examination of the engineers

employed by the commissioners which have been given to the public, it appears that the eastern and western subdivisions of the road by whatever route, are on ground of the most favorable character, and free from any difficulty or obstruction whatever. The route we advocate is concededly the shortest, and on a favorable surface of ground, and to these high considerations it would seem to be sufficient to add the additional facts, that it moves through the most populous and improved section of the island, and carries its benefits to the central part of the city of New-York. The combined interests of the inhabitants of the city, and of Long Island, of the travelling public and the cultivators of the soil, whose produce is to be carried to market, of the land holders, and (as we sincerely believe) of the stockholders in the Rail Road Company, unite in calling for the adoption of this route. The opinion of the engineer, on whose judgment we are aware you will thoroughly rely is understood to be favorable to this proposed course, and when it shall be fully expressed, and the character of the work, the saving of distance and expense in the daily travel of the route, the comparative populousness and fertility of the soil, the rapidly increasing population and extension of the city of New York, shall be attentively considered by your honorable body, with a view to deciding this important question, the undersigned entertain the confident hope that you will be fully satisfied of the policy, economy and public advantage of extending the greatest benefits to the greatest number, and adopt the route. We here unite in recommending Williamsburgh.

Oct. 16th 1835.

RESOLUTIONS.

Resolved, That as citizens, we feel a lively interest in the promotion of the construction of the Long Island Rail Road. That we regard it as an extension of that liberal and enlightened policy in relation to internal improvement which has elevated the State of New York to its present standing in the confederacy, and made it first in commerce, wealth, enterprise, and population.

Resolved, That we regard the location of the route of the Long Island Rail-road as highly important in its bearings to the stock holders, and the community at large. That the selection of a direct and eligible route from such point as will afford the greatest convenience and benefit to the greatest mass of the people, without prejudice to the interests of the stockholders, and render it useful in developing the resources of Long Island and the city of New-York, is a duty which the Board of Directors owe to their fellow-citizens.

Resolved, That in the opinion of this meeting the permanency of the work is a highly important consideration in determining the question of location. That the rapid growth of the city of New-York, the present tendency to break the narrow bounds which have restricted its principal business within narrow limits, and the disposition to extend the commercial business towards the more centra parts of that city support the claims of the middle section, to have the Rail-road located from some point in Williamsburgh, through the towns of Bushwick, Newtown, Flushing, and North Hempstead.

Resolved, That in the view of this meeting the addition of the two proposed new Ferries to the Village of Williamsburg, will afford the requisite facilities to the travelling public to reach the Railroad and the various parts of the city, while the proposed location of the Rail-road and the Ferries will extend to the people of Long Island the means of carrying their products to the most favorable market and diffuse the benefits of a great public improvement equally among the people.

Resolved, That a Committee of twenty-five be appointed by the President for the purpose of promoting the general objects of this meeting, where upon,

The following Committee was appointed—

Hon. Nathan Sanford, of Flushing,
William R. Prince, do
Joseph Bloodgood, do
Richard L. Franklin, do
Robert Carter, do
Jordan Wright, do
Benjamin W. Strong, do
Platt Stratton, do
George J. Rapelye, of Newtown,
Nicholas Wyckoff, do
Abraham Remsen, do
Peter Gorsline, do
Effingham Lawrence, Bayside,
Joseph L. Franklin, do
John Morrell, of Williamsburgh,
Edmund Frost, do
Lemuel Richardson, do
Abraham Booraem, of Bushwick,
George Douglass, of Little Neck,
Peter V. Remsen, of Brooklyn.
George Duryee, of North Hempstead
William P. Hallett, of New-York
Edward Sandford do
John Sutphen do
Gilbert C. Rice do

On motion it was

Resolved, That the officers of this meeting be added to the above committee.

Resolved, That a Committee of five be appointed by the President to confer with proprietors of the land on the proposed route, who may be desirous of gratuitously ceding their land to the Rail Road Company, whereupon

The following gentlemen were appointed said committee:

John Noonan, Singleton Mitchell
Lemuel Richardson, Nicholas Wyckoff
George Williams.

Resolved, That a committee of five be appointed by the President to confer with the Board of Directors of the Long Island Rail Road Company, and present the memorial and resolutions adopted by the meeting, whereupon the following gentlemen were appointed said committee:—

William P. Hallett, James Connor,
William R. Prince, Edmund Frost,
Nathan Sanford.

Resolved, That the proceedings of this meeting be signed by the officers, and published in all the newspapers in New-York and Long Island.

JEREMIAH JOHNSON, *President.*
GEORGE WILLIAMS, } *Vice-Prests.*
SILAS BUTLER, }
Chas. De Forest, } *Secretaries.*
Isaac W. Bowne, }

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[From the Baltimore Patriot.]

ANNUAL REPORT—*Baltimore and Ohio Railroad Company.* The Ninth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company has just been made. The views heretofore expressed by the Board of Directors, in regard to the business that would be created by the Railroad along its course, have, we learn, been fully realized. The receipts of the transportation department, which afford unerring evidence both of the value and progressive increase of the trade thereon, will be found particly satisfactory. These receipts for the present year, exceed those of the last by nearly 58,000 dollars, while the expenses during the same period have only increased, as we understand, about 23,000 dollars—thus showing a net increase of receipts for that department of about 35,000 dollars. The gross revenue of the Company for the year ending on the 1st inst. is stated at $263,368 10. The expenses during the same period are $156,204 39—leaving a net revenue of $107,163 91.

Since the opening of the Washington Railroad, the amount of travel and intercourse between the two cities has greatly increased. The average at this time is understood to be about two hundred persons per day. Large numbers who formerly came to Baltimore by the bay route, now ascend the Potomac, and avail themselves of the Railroad. The results already fully justify the policy of taking the greater part of the stock of this road on account of the Company. The distance from city to city is now performed by the locomotive engines in about two hours and ten minutes. The improvements contemplated on a portion of the main stem of the road, will soon bring the time necessary for this journey within the limit originally proposed of two hours.

The machinery and motive power employed by the Company are such as to be quite satisfactory. As a proof of the efficiency to which the locomotive power has now been brought, under its patronage, we may mention that the "Arabian" is now in daily use—travelling 80 miles, without slacking its fires or letting the steam get down. And the "Washington," a new engine on the same plan, lately made an exhibit of its power which was quite decisive. With a load amounting to 113 tons, this engine travelled to the City of Washington, at a rate not less *at any place* than ten miles an hour—the *average* speed was much greater.—And on the level parts of the road, the rate of speed seemed entirely at the discretion of the engineer.

The reconnoisances between Cumberland and the Western waters, have established the important fact that the mountains to be traversed by the road can be passed by locomotive engines and their trains, *without the use of stationary power.*—The routes to Pittsburgh and Wheeling are both shown to be perfectly practicable, and all the interests involved in the extension of this great work, seem to require that both roads should be made.

TROY, our own Troy we mean, is one of the most spirited and enterprising towns in this, or any other State, going, in that particular, far ahead of its slow and cautious neighbors, of Albany.

Among other indications of this fact, is a statement we find in the Albany Daily Advertiser, of yesterday, that "the proprietors of the Troy and Ballston Railroad, have purchased the principal portion of the stock of the Schenectady and Saratoga Company, and most probably they will transfer the whole of the passenger travel to the Springs from the latter to the former road."

THE LONDON AND BIRMINGHAM RAILWAY shares, on which 50*l.* has been paid, are now selling for 60*l.*

NEW METALLIC CEMENT.—A new metallic cement, for which a patent has been taken out, consists of powdered scoria from the copper works, mixed with stone and lime. It sets rapidly, and takes a fine metallic polish. It is now being used by Messrs. Harrison, in a large building intended for an inn, at the south-west corner of London Bridge. This cement, unlike all other kinds except Frost's, is sold mixed up ready for use. The price is 9*d.* per bushel. If the scoria, in a state of powder, were sold by itself compressed in casks, it appears to us that it would form a very desirable cement for exportation. It may be laid on in coats as thin as the fourth of an inch, but it has not been a sufficiently long time in use to determine to what extent it will crack.—[Lon. Mec. Mag.

DURABLE WHITEWASH.—I am enabled to certify the efficacy of marine salt in fixing whitewash made of lime. In the year 1795, when I was director of the naval artillery at the port of Toulon, I was commissioned to ascertain the utility of a method proposed by the master painter of that port, M. Maquilan, for whitewashing the ships between deck, and likewise their holds, in a durable manner, by means of lime. Our report was in favor of this process, which consists in saturating water in which the lime is slacked with muriate of soda, (common salt.) The whitewash produced by it is very permanent, does not crack, nor come off upon one's hands or clothes. The experiment was made only on wood. It appears from M. St. Bernarde's account, that it succeeded equally well on walls.—[Annales des Arts et Manufactures.]

The length of the *paved* streets in England and Wales is 20,000 miles; that of the roads which are not paved is 100,000 miles. The extent of the turnpike roads is about 30,000 miles.

NEW STEAM-ENGINE.—It is said the Rev. W. Morris, minister of Deanrow chapel, Wilmslow, in Cheshire, has invented a new steam-engine, expense of erecting which will be less than a tenth part of the cost of a steam-engine of equal power, and the expense of working it will be less than one-thousandth part of the expense of working a steam-engine of equal power.

The following communication is only a commencement of what we hope to be able to give in relation to the "Novelty Works" of this city. There are improvements going on there which will, when completed, astonish those who are not familiar with the operations of the distinguished gentleman spoken of in the following communication. We are not sufficiently acquainted with the works yet to speak of them in the manner they deserve, but shall, when permitted, give a full description of the works, and the improvements introduced for melting iron.

[For the Railroad Journal.]

Mechanical Improvements—Novelty Works.

Mr. Minor: Sir,—In visiting and inspecting the various mechanical improvements in this country, which have come into existence within forty or fifty years, and in learning the history, characters, and doings, of their several introducers, projectors and inventors, one is naturally at a loss which most to admire, the various inventions and improvements, or the talents and ingenuity of their authors.

In connection with the subject of mechanical improvements, I had often heard mention made of Dr. Nott. I had seen several kinds of stoves, both for heating houses and for culinary purposes, said to be invented by him, which I thought displayed ingenuity; and I had seen a steamboat, of somewhat novel construction, which also bore his name, both as inventor and proprietor. But having never yet, to my knowledge, been favored with a sight of that gentleman, and having, through the medium of common report, previously to any knowledge of his mechanical reputation, formed an idea of him as a gentleman of uncommon scientific and literary acquirements—a minister of the gospel of the most distinguished rank—and president of a very respectable collegiate institution; I could not but imagine that though he had by some lucky thought hit upon some improvements in the construction of stoves, and, perhaps, might have some vague, abstract notions respecting the nature and management of steam, in propelling boats, yet his knowledge must be altogether superficial.

But, being in New-York a few days since, and hearing of a large establishment, called the *Novelty Works*, said to be owned by Dr. Nott and others, I procured from a friend a note of introduction to a gentleman who was one of the partners, and visited the place, when, on presenting the note, I was not only permitted to examine every thing in and about the concern, but the gentleman, with the kindest attention and the utmost politeness, accompanied me through every part, and explained every thing which needed explanation.

This examination left no trace of the impression I had received about the doctor's superficial knowledge. I found an immense establishment, in which were carried on all the different branches and operations, in any way connected with making stoves, steam engines, boilers, and almost every other article of large machinery, and even steamboats; the whole divided into its proper departments, and each department furnished with the most ingenious and perfect apparatus I had ever seen. A spacious yard, which contains the establishment, is enclosed to keep out idle intruders, and each department has a shop by itself. I saw in each department more or less improvements from the common modes of doing the same business, among the most important of which were a steam-boiler and a mode of facilitating the melting of iron, making a saving of heat and time; each of which, and several others, were well worthy of distinct notice. I could not but gaze with wonder on this establishment, with all its system and improvements, that the whole should be planned and directed by the head of one person, who, at the same time, was actively engaged in other avocations of a nature so widely different.

☞ "And still I gazed, and still the wonder grew,
That one small head should carry all he knew."

There was a kind of charm that still heightened the pleasure of this interesting visit, from the recollection that I had often in former days rambled over the ground when it was in open fields, an hour's walk from any part of the city, and hardly, by a common cultivation, reclaimed from the state of nature. The spreading population of the once distant city, with all the din of business, has now reached the establishment; and it seems placed as a corner stone, or as a guide and pattern to the city, to lead them on in the road to perfection.

I quitted this place with reluctance; but if life and health permit, I shall visit it again, and shall notice the several improvements more in detail.

Archimedes.

We would ask for the following communication an attentive perusal, especially by the mechanics of this State, and others who are opposed to the present system of State prison labor. They will not, we are sure, willingly stand by and see the introduction of the silk manufacture, if, by concert of action, and a continued opposition, they can prevent it.

[For the Railroad Journal.]

Progress of Civilization and the Arts.

It appears, not only from the history of our times, but of all past ages, that the progress from the savage state to that of high improvements in civilization, with its millions of useful arts, is not by gradual advances, but by sudden starts, the effect of some accidental exciting cause; and that whatever may be the state of any portion of mankind, if no such exciting circumstance happens to take place, they will remain in that state, without any advance toward improvement for ages, and perhaps forever. We see portions of the human family which have probably always remained in as unimproved a state as human nature can exist in, and show no signs of ever being otherwise; and we also see other portions which, from time immemorial, have remained with very little improvement, at once awaking, as if from sleep, and in a few years making advances which seem to outstrip the imagination and bid defiance to impossibilities.

Fifty years ago, the various mechanic arts, and the branches of science on which they are founded, were but very little better known in this country than they were to the aboriginal inhabitants five hundred years before. It is true, we had a few men who could make and repair horse shoes and plough-shares in a clumsy manner, but machinery and the fine arts, and even the finer branches of the common arts, were wholly unknown; or, at least, unknown in practice. Even in England, where they are now probably as far advanced as in any part of the world, two or three hundred years since they had made no progress; and throughout Europe the case was nearly the same.

But the art of printing had kindled a flame which was to light the world to an immense field of discoveries, without which it would have remained forever inconceivable. This light had began to spread and to show the outlines of useful knowledge, when the art of spinning cotton by machinery and of propelling that machinery by steam were discovered in England. These together gave an impulse to the spirit of invention, producing effects which no human foresight could have anticipated, and which no one was so credulous as to believe, if it had been foretold.

It is now forty-eight years since the first attempt, and forty-two years since the first successful one, to introduce cotton machinery into this country, and the introduction of steam power has since followed. Before that time many branches of business, which are now too common to excite notice, would have been subjects of extreme wonder; and many things we now see done every day would then have subjected the person who did them to the charge of witchcraft.

These two inventions, that of spinning by machinery and that of propelling that and other machinery by steam, may be set down as the pioneers which have introduced into this country almost every valuable improvement in the arts which we now possess; they have effected a greater change than ever took place before in any country in four times as long a period. It can be truly said, that in the above short space of time we have progressed from a state of comparative ignorance in the arts to an equal rank with any other nation. We have almost every useful art, carried on in a flourishing condition; and have made and are daily making in many of them valuable improvements. There are now but two important branches which we have not already fairly introduced and carried to a respectable degree of perfection. These are pottery and silk; and these are now in the act of being introduced under circumstances which guarantee their arrival, in a short time, to the highest degree of perfection. We possess all the materials in abundance to perfect the first, and fair specimens are already produced. For the second we have advantages decidedly superior to those of any other nation. It has been demonstrated by those whose knowledge and veracity can neither be questioned nor doubted, that the American silk is superior to that of any other nation; and a thousand facts show that the mulberry, which is the peculiar food of the silkworms, if not indigenous in our soil, thrives in it better than most other trees. The establishment of these two branches will soon make the second great and perfecting era in the history of the arts in this country. The various ornamental branches, as drawing and painting, and other minor parts of the business of manufacturing pottery and silk, will be necessarily improved and extended, and the whole compass of arts will exhibit the effects of new and powerful stimulus.

And it must, therefore, be a subject of regret to every person of patriotic feelings, who understands the subject, that the legislature of this State has, at its last session, passed an act to introduce the manufacture of silk into our state prisons, which, though it proceeded, no doubt, from the purest motives, will, if it has any effect, produce injury rather than benefit.

The business of manufacturing silk is destined, in a short time, to become a principal source of our national wealth; and

what is of infinite importance, it seems to be designed by the discriminating eye of infinite wisdom to be almost exclusively the business and employment of females. The first discovery of its use was made by an empress—the labor is more appropriate for women and children than for men, and the fabrics when completed are more particularly designed for their use than for males. Women are, in general, more industrious than men; and are willing to apply themselves more steadily to business, if they can receive adequate compensation. But the use of machinery has relieved the hands of the female community from a great part of the labor which was formerly necessary in clothing themselves and their households. They have not, however, lost their habits of industry, but would cheerfully and proudly pursue and conduct any honorable business which would be productive of profit, and their general habits of economy as well as industry would be a sure guarantee of their success. Thus, while our wives, daughters, and sisters, were helping on the road, not only to competency, but to wealth, without lessening or encroaching on our own proper field of profitable labor, their business would open an increased and extensive demand for such labor in machinery and fixtures. Instead of being taxed to support them for the sake of those charms we so much adore, and which are necessary to our very existence, they will more than compare notes with us in profit, while their charms will not only be increased by wholesome exercise and the expression of self-approbation, but still heightened by more rich and elegant clothing, wrought by their own delicate fingers.

From all these considerations the silk business ought to be hallowed, and sacredly appropriated to the department of female management. No man ought to engage in it any farther than as an assistant, to furnish the necessary fixtures, and to aid in cultivating the trees, and also to prepare the machinery necessary in manufacturing it. At the heads of this noble department our females will feel new importance in scale of being, while they are not only clothing and adorning their persons with the richest fabrics of their own making, but adding immense sums to the national wealth. Under these circumstances, will they not feel their rights invaded and encroached on—their prospects and profits interfered with? and what is still worse, will they not feel themselves insulted and degraded by the proposed competition with them in the state prisons, and by making them fellow laborers with base wretches whose crimes have deprived them of liberty, and shut them from the sight of mankind? If they do not feel all this, and feel it with the spirit of strong resentment, they are not the beings we think them.

But besides all this, there is no other branch of business in the whole compass of the useful arts so completely unfit for the employment of convicts in a state of confinement—so sure to defeat the object the legislature had in view, (which was doubtless to make the convicts earn their living without interfering with the rights of free citizens,) as the culture and manufacture of silk. The business of planting and cultivating the mulberry trees we should certainly think inconsistent with the state of confinement in which they must necessarily be kept. The feeding and taking care of the worms is much more appropriately the business of women and children than of men, even if the prices of the labor were the same. The reeling the silk has ever been, and must always be, the business of females; the rough and large fingers of men are unfit for it. All that remains, then, is the weaving and dyeing. The weaving by the power loom is already commenced by Mr. Gay, at Providence, with the most perfect success, and all plain silk fabrics will soon be woven by it; and every man acquainted with cotton manufacturing, knows that women are better attendants on the power loom than men, independently of the difference in prices of labor. For weaving figured and other fancy articles much skill is necessary, which can only be acquired by a thorough education in the intricate branches of weaving, and will require complicate and expensive machinery. The dyeing might, perhaps, be done at the state prisons to advantage, where the goods are manufactured in the neighborhood; at any considerable distance the profits would not pay for transportation.

This is no exaggerated statement—no distorted picture of the case. It will be found on trial to be the plain truth in every particular. Who then will advocate the introduction of silk manufacturing in the state prisons? We think no one who possesses a knowledge of the facts, and who is in his sober senses. S. B.

[For the Railroad Journal.]

To set out the Holes in the Circles of the Index to a Machine for Cutting the Teeth in Geer Wheels.

Rule. Take several convenient numbers for a circle that is most used, and find the least common multiple of them, by the rule laid down in Pike's Arithmetic, page 69.

Example 1. We will select for the first circle the numbers 12, 16, 20, and 24.

4)12	.	16	.	20	. 24
3)3	.	4	.	5	. 6
2)1	.	4	.	5	. 2
1	.	2	.	5	. 1 = 240

Example 2. We will next select for the second circle 10, 15, 21, 25, and 30.

5)10	.	15	.	21	. 25 . 30
3)2	.	3	.	21	. 5 . 6
2)2	.	1	.	7	. 5 . 2
1	.	1	.	7	. 5 . 1 = 1050

2d circle.

Example 3. For third circle, 40, 60, 80, and 100.

10)40	.	60	.	80	. 100
4)4	.	6	.	8	. 10
2)1	.	6	.	2	. 10
1	.	3	.	1	. 5 = 1200

for 3d circle, &c.

By the above rule, I have calculated the holes for several circles, which are as follows:

1st, A circle of 240 holes will cut 120, 80, 60, 48, 40, 30, 24, 20, 15, and 12 teeth.
2d, A circle of 144 holes will cut 144, 72, 48, 36, 24, 18, 16, and 12 teeth.
3d, A circle of 200 holes will cut 200, 100, 50, 40, 25, and 20 teeth.
4th, A circle of 72 holes will cut 72, 36, 24, 18, 12, 9, 8, and 6 teeth.
5th, A circle of 132 holes will cut 132, 66, 44, 33, 22, and 11 teeth.

Which is the most that is in common use.

S. A.

[From the London Mechanics' Magazine.]

PORTLAND BREAKWATER.—Sir,—I regret that my official duties have prevented my paying earlier attention to Mr. Lamb's communication, dated 4th March, No. 605; not that I think it a matter of any consequence, as affecting my late father's claim to priority of design for the Portland Breakwater, but lest my silence should be construed as a tacit admission of Mr. Lamb's claims. I take it for granted, that if any communication on a breakwater for Portland roads shall appear to have been made by my father previous to June, 1812, (the earliest period to which Mr. Lamb can carry back his suggestion,) then the originality will rest with my father. Now Mr. Ham, with whom I have had no intercourse, directly or indirectly, for more than twenty years, until within the last fortnight, having seen the correspondence in the Mechanics' Magazine, unsolicitedly wrote a letter, (published in Mech. Mag. p. 269, vol. xxii.) in which he says, "I can add my testimony, that in the year 1800 I frequently heard him (meaning my father) speak of his plan, and give minute details of the same;" and in a subsequent letter which I have received from him, dated 24th May, 1835, he adds—"I can still recollect that he (meaning my father) appeared quite *au fait* in all the details, and delighted to explain them to the nobility and gentry, who so frequently visited his library, when George III. drew such a concourse of them to Weymouth. This allusion, you will perceive, will carry the date of your father's plan even prior to the year 1800. I soon after left Weymouth."

I can mention many other persons who were well acquainted with my father's designs, and to whom he made occasional written as well as verbal communications, in reference to the subject anterior to 1812. A communication was made to Lord A. Beauclerk, in June, 1810. Gen. Donmourier, an engineer of no common order, had also frequent interviews and conversations with my father on this subject, as being intimately connected with the improvements of our maritime competitors at Cherbourg, then in pregress; from him my father received many important hints in futherance of his own ideas. A communication was made to Lord Sidmouth in September, 1810, on the same subject. I have numerous letters to my father from gentlemen who were in the habit of frequenting Weymouth at the time of the visit of his late Majesty, George III., in which reference is constantly made to him as the person who had first suggested the idea of a breakwater at Portland. My father communicated his design to Mr. Idle, confidentially, in June, 1812, when that gentleman was a candidate to represent Weymouth. At that period the subject was generally discussed, and no doubt, from the publicity given to it, Mr. Lamb's intentions originated, as his professional connexion with Mr. Idle afforded him the opportunity of being well acquainted with every transaction, private as well as public, in which Mr. Idle had any share. The slight intercourse which then took place between my father and Mr. Lamb, was not of such a description as to require or induce him to make a confidential communication. The question of originality was never mooted, because there could be no doubt upon the subject. In all my father's extensive correspondence with

men of rank and influence, there is but one opinion expressed, namely, that the design first emanated from him. As to my father's silence, on which Mr. Lamb seems to lay so much stress, that merely shows that he was cautious of committing himself to strangers, and that he had not taken any steps to carry his design into execution, because he did not possess pecuniary means sufficient to justify his embarking in so extensive an enterprise. If Mr. Bracebridge *had not known* that my father had possessed plans and particulars before August, 1813, what could have induced him to apply for them? He says, under date August 13th, 1813, "Though dismissed, perhaps, for want of encouragement, from your present intention (pending a more favorable period for such an enterprise,) I am confident a mind capable of forming such a design, could never willingly abandon it. As I understand you had in your possession, plans, soundings, and various requisite materials for this great work, upon which such has been my reflection and contemplation, and consequent admiration of the plan, that I have ventured to mention it to some confidential, scientific, and, otherwise, able friends," &c. &c. Again—"These, sir, were the feelings which led me to wish it may be in my power to render you any service in this matter, and induce you to turn your mind again to a plan on which you have already bestowed so much trouble and attention." Can this be any thing but conclusive? Is there any symptom of a competitor for the credit of origination? Must it not have been known to Mr. Bracebridge, if Mr. Lamb had hinted any intention of claiming the projection of a breakwater at Portland, and would Mr. Bracebridge have thus written with such a knowledge? Mr. Lamb does not put forth his claim until the year 1834, when Mr. John Harvey, the original projector of this design, is dead. If Mr. Lamb had any pretence to originality in this matter, how happens it that even Mr. Idle, so late as 1818, wrote a letter to my father on the subject, addressing him as being not merely a principal, but the only projector of the undertaking? Indeed that gentleman, as well as Mr. Bracebridge, always considered my father as the individual with whom the design for a breakwater at Portland had originated. And so did, I may truly say, the entire population of Weymouth and its neighborhood, since no farther back than July last, 687 of the principal inhabitants signed a petition to his present Majesty in favor of a breakwater based on my father's plan, in which he was distinctly recognised as the *father of the projected undertaking*.

I am, Sir, your very ob't serv't,

JOHN HARVEY.

Weymouth, June 6th, 1834.

Extracts from a Lecture on the Preservation of Timber by Kyan's Patent for preventing Dry Rot: delivered by DR. BIRKBECK, *at the Society of Arts, Adelphi, December* 9, 1834.

We have heard persons assert that it appears to them almost ridiculous to suppose that it ever can become necessary, on a large scale, to perform any operation with a view to render timber durable, beyond that of properly seasoning it by exposure to the atmosphere. But is not this mere prejudice? Why should not timber be prepared by a particular process, which conveys something additional into it, and thereby effects a chemical change in its nature, as well as leather is tanned?

"A very effectual procedure has taken place, in regard to one form of animal matter, by the preservation of the skin from natural decay in a process known by the name of 'Tanning.' This process will give a very good idea of Mr. Kyan's invention. Tanning consists in protecting the leather and skin by the introduction of tannin, which is generally derived from an infusion or decoction of the bark of the oak. If no change were produced in the gelating, which makes the largest part of the skin to be immersed in the tan pit, it would undergo certain chemical changes—it would putrify, and lose its tenacity; but if a portion of animal jelly is dissolved in water, and a little of the substance added, similar to the tannin, a combination will take place between the gelatine; a precipitate will follow of the animal matter, which is the tanno-gelatine, or a compound of tannin and gelatine, and is precisely that substance which is formed in the leather, and gives to it durability and power to resist the causes of decay. The same intention exists in the process of Mr. Kyan. It is true he does not act on the gelatine of animal matter, but he does on the albumen: one of the approximate principles of vegetable matter, which appears to have been slightly perceived by Fourcroy, but which was actually discovered by Berzelius, about the year 1813.

"In order to obtain this vegetable matter (*albumen*,) there are various substances which may be employed. The Hibiscus esculentus yields it in considerable abundance: it is a West Indian plant, which Dr. Clarke mentions as adopted in Demerara, for the same purpose, as, in other Islands, the white of eggs and blood are employed in the process of clarifying sugar. The ficus indica, also, if divided at the stem, will exude a considerable quantity of this matter. If the solution of the bichloride of mercury (which is the agent adopted by Mr. Kyan) is added to the vegetable matter, albumen, it will be found, when they come in contact, that decomposition occurs."

"Mr. Kyan, who had been a series of years (since 1812) engaged in trying a variety of experiments on the preservation of timber, was led to the present experiment by having, as he conceived, at length ascertained that *albumen* was the primary cause of putrefactive fermentation, and subsequently of the decomposition of vegetable matter. Aware of the established affinity of corrosive sublimate for this material, he applied that substance to solutions of vegetable matter, both acetous and saccharine, on which he was then operating, and in which albumen was a constituent, with a view to preserve them in a quiescent and incorruptible state, and obtaining a confirmation of his opinions by the fact that, during a period of three years, the acetous solution openly exposed to atmospheric air had not become putrid, nor had the saccharine decoction yielded to the vineous or acetous stages of fermentation, but were in a high state of preservation; he concluded that corrosive sublimate, by combination with albumen, was a protection against the natural changes of vegetable matter."

"The mode in which the application of the solution takes place, is in a tank similar to the model on the table. They are constructed of different dimensions, from 20 to 80 feet in length, 6 to 10 in breadth, and 3 to 8 in depth. The timber to be prepared is placed in the tank, and secured by a cross beam to prevent its rising to the surface. The wood being thus secured, the solution is then admitted from the cistern above, and for a time all remains perfectly still. In the course of 10 or 12 hours the water is thrown into great agitation by the effervescence, occasioned by the expulsion of the air fixed in the wood, by the force with which the fluid is drawn in by chemical affinity, and by the escape of that portion of the chlorine or muriatic acid gas which is disengaged during the process. In the course of 12 hours this commotion ceases, and in the space of 7 to 14 days (varying according to the diameter of the wood) the change is complete, so that as the corrosive sublimate is not an expensive article, the albumen may be converted into an indecomposable substance at a very moderate rate."

After stating the result of various experiments, Dr. Birkbeck concludes by observing that this discovery is yet in embryo, but that the public benefit that will result from it is beyond calculation. In an *Appendix* the various purposes to which the process is applicable are detailed: such as preventing dry rot, seasoning timber, protecting from insects, applying the process to Canada and British timber, and preserving canvass, cordage, &c. from mildew.

"Canada timber is much more liable to decay than that grown in the northern parts of Europe, and for this reason is never used in buildings of a superior description. The principle of decay being destroyed, as above shown, this objection is no longer in existence; and this kind of timber may now be employed with as great security as that of a superior quality and higher price.

"The same observation applies with great force to timber of British growth, particularly to that of Scotland, much of which is at present considered of very little, if any value for durable purposes, on account of its extreme liability to decay, whether in exposed situations or otherwise. The present process will, therefore, render of considerable value, plantations of larch, firs of all kinds, birch, beech, elm, ash, poplar, &c., which are the chief products of the great wooded estates, and which, when prepared, may be

advantageously employed to most useful purposes."

"*Purposes for which the Prepared Timber, &c., would be highly useful.*—Houses, farm houses, out houses. Large timbers, floors, roofs, gutters, &c., furniture, and all joiner's work, preserved from dry rot, and perfectly seasoned. Posts, rails, gates, park paling, fences, hop poles, felloes, spokes, shafts, &c. &c. For these purposes any kind of timber may now be used, instead of the more expensive kinds. It will also supersede, in many cases, the employment of iron, from its acquired durability and greater economy."

The additional expense of preparing timber for buildings, such as farm houses, out houses, &c. in Mr. Kyan's manner is estimated at the very moderate sum of 20*s.* per load.—[Arch. Mag.]

Specification of a Patent for a new and improved mode of constructing a Mill Bush, or Spindle Box, for Flour Mills; and also of making and fixing a Ring and Bale in the Eye of the upper Stone. Granted to WARREN P. WING, *of Greenwich, Hempstead county, Massachusetts, February* 20, 1835.

To all whom it may concern, be it known, that I, Warren P. Wing, of Greenwich, in the county of Hampshire, and State of Massachusetts, have invented certain improvements in the manner of fixing the mill bush, or spindle box, and of constructing a ring and bale to be fixed in the eyes of millstones for the grinding of flour, or other articles; and I do hereby declare that the following is a full and exact description thereof.

I make a box, usually of cast-iron, which I adapt in size to the eye of the stone. For the sake of facility of description, I will give the dimensions of one which I have made, and which, after a fair trial, has been found to answer well in practice.

The box has a top, which top fits on to it, like a snuff-box. It is ten inches in diameter, and five inches in depth, the outer rim being three-fourths of an inch in thickness. The bottom and top are both perforated in the centre, so as to allow the mill spindle to pass through them. This box is to contain three bearing pieces, of block tin, or of any proper mixed metal, which are to be simultaneously forced up against the spindle, and which are in contact with it for about three-fourths of its circumference, the remaining fourth being exposed to the cooling influence of the air. These metal bearings are cast into a follower of cast-iron, a birds-eye view of which resembles the letter H, the outer end of which receives the cam, or eccentric, by which the bearings are to be forced up against the spindle. Cells to receive these followers are formed within the box, by six wings, or cheeks, extending from the top to the bottom, the sides of each of the three cells thus formed being parallel to each other, that the followers may slide readily and truly therein; these wings are, of course, cast with the box. The void space between them admit of the contact of air with the spindle, and one of them is to be used for another purpose, to be presently described.

Between the rim of the box, and the crossbars of each of the followers, the bottom is perforated to allow the passage of round rods of iron, the upper ends of which are formed into cams, or eccentrics, for forcing up the followers, and, for this purpose, extend up through the whole depth of the box. The lower ends of the above named round rods, or spindles, extend down sufficiently below the bed stone to allow of their being acted upon conveniently, as they are all to turn at the same time. The turning them simultaneously may be effected in various ways, but that which I deem the most simple is by attaching each of the spindles to a ring, by means of a jointed crank, so that, when the ring is made to revolve, the followers will all advance at the same time; other modes will occur to any skilful mechanician, and need not, therefore, be specified.

The cover of the box I make somewhat convex; it need not be more than one-fourth of an inch in thickness; besides the perforation in its centre for the spindle, I usually drill, or cast, holes through it, near the inner edge, which I fill with wood, in order to nail the elastic collar thereto.

In order to lubricate, or oil, the spindle, I drill a hole through the bottom of the box, near the periphery, and in one of the angles formed by it, and one of the before named wings, or cheeks, in one of the void spaces. A rod extends down through this hole, in the manner of those attached to the eccentrics, and this carries a leaf within the box, to which a sponge containing oil, or a lump of grease of any suitable kind, may be attached. By turning this rod, the oil, or grease, is brought into contact with the spindle, and lubricates it; and this may be done in a moment, as often as it is found necessary.

My improvement in the bale and ring consists in casting them in one entire piece, in such way that the ring may be let into, and firmly affixed in, the eye of the stone. The bale rises as a semicircle above the ring, or forming such other curve between two opposite points on the diameter of the ring, as shall adapt it to the cock heads of spindles already made. Gains, or notches, are made under the ends of the bale, in the ring, to receive the driver.

What I claim as my invention, is the construction of a spindle box, in which the followers are moved up by eccentrics, or cams, without the necessity of stopping the mill, and operating substantially in the manner described.

I also claim the arrangement for lubricating, as herein described, and likewise the manner of constructing the ring and bale in one piece, as herein set forth; not, however, intending to confine myself to the exact form which I have described, but to vary the same in any manner which I may think proper, whilst the like ends are attached by means substantially the same.

WARREN P. WING.

[From the London Repertory of Patent Inventions, &c.]

Specification of the Patent granted to JOHN ASTON, *for an Improvement in the Manufacture or Construction of Buttons.*—Sealed July 10, 1834.

My invention (says Mr. Aston) relates to that description of buttons commonly called "flexible shanks," wherein a tuft of thread or woven fabric is made to pass through an opening in what is called a collet, such tuft protruding outwards for the passage of the needle when in the act of attaching this description of buttons to a garment.

Fig. 1 is an edge view, and fig. 2 a plan of one of the old construction of buttons, *a* being the protruding tuft of thread or woven fabric; *b*, the ordinary collet. Objections have been raised against these buttons, owing to the flexible tuft, by which the button is attached, coming in contact with the sides of the button-hole, and quickly wearing the same away, and making it have a shabby appearance; and this has been found to be the case to a much greater degree than with the covered buttons which were formerly very extensively in use, and in which the covering was performed by hand with the needle. Now the intent of my invention is to obviate the objection above mentioned, by an improvement in the construction of the metal collet to be used in the making such description of buttons, by which I am enabled to use a flexible shank which does not protrude, and thus admitting of such buttons being set more closely to the cloth to which they are attached, and as there are no protruding shanks, the only parts which will be within the button-hole of the garment will be the threads by which the buttons are sewed or attached, and in this particular they will very much resemble the buttons covered by hand and with the needle.

My improvement consists in giving to the metal collet of the button an oblong hole, having the threads which act as the flexible shanks laid across the short axes of such oblong hole, as shown in figs. 3 and 4, there being a soft substance or padding below the threads, which comes in contact with the face of the garment to which such button may be attached.

Fig. 3 represents an edge view of a button constructed according to my improvement.

Fig. 4 is a plan thereof. In both of these figures it will be seen that the hole formed in the collet, *b*, is oblong; whilst it will further be seen, that the threads, *a*, which act as the flexible shank in this button, are held across and at right angles to the length of the oblong hole, at the same time such threads do not protrude, but lie close on the surface of the padding, which forms part of the back of the button. It will be evident, that by having the hole formed oblong, the needle may with facility be passed under the threads of the flexible shank in the direction of the length of the hole of the collet, as is shown by the dotted lines, and it is the facility thus offered of passing the needle in that direction, which renders the pro-

trusion of the flexible shank unnecessary, and it is with this view that the hole in the collet is made oblong. The threads which form the flexible shank will be securely held down across what may be called the shorter axis of the oblong hole, only a very small part being left uncovered, and, consequently, will not be liable to stretch.

Having thus described the nature of my invention, I will describe the best manner with which I am acquainted for making buttons according to my improvement.

Fig. 5 represents a metal shell, similar to those which are ordinarily used for making this description of buttons.

Fig. 6 shows the metal collet, the difference between which and those heretofore used is, that the hole is oblong, for the purpose before described. I would here remark, that these shells and collets are made by the fly-press, as is well understood.

Fig. 7 represents a piece of silk, or other woven covering of the button.

Fig. 8 is the padding which lies under the collet, and it has wound round the thread, *a*, as shown in the drawing, which acts as the flexible shank to the button. This padding consists of several layers of soft paper, having a piece of silk or other fabric similar to the covering of the button: this piece of silk, or other fabric, forming the surface which comes in contact with the face of the garment to which the button is attached.

Fig. 9 represents a section and plan of the die or mould into which the parts of the button are first put, in order to bring the parts properly together previous to their undergoing the final pressure by which the button is completed.

Fig. 10 is the punch to the die or mould, fig. 9, which is shown partly in section, by which it will be seen to be countersunk.

Fig. 11 is a hollow tool by which the edges of the covering of the button, fig. 7, are gathered together and laid over the edges of the shell, fig. 5. When the covering, fig. 7, and the shell, fig. 5, are at the bottom of the die or mould, fig. 9, which will be clearly seen in fig. 12, where these parts are shown together ready for receiving the collet and the padding, having the threads, *a*, wrapped around it, and lying at right angles to the length of the oblong hole of the collet. In forming a button, the circular piece of silk or other fabric, fig. 7, is to be first placed on the face of the die or mould, fig. 9, at the points, *c c*, the face of the die or mould being sunk to receive it; a shell, fig. 5, is then to be placed on the surface of the covering, fig. 7, and the two together are to be pressed down to the bottom (by the punch, fig. 10,) of the die or mould, fig. 9, in doing which the punch will enter the shell and guide it down. The punch is then to be removed, and the hollow tool, fig. 11, is to be forced down into the die or mould, by which the edges of the silk or other covering of the button will be forced towards the centre of the die or mould, and, consequently, overlap the edges of the shell; the collet, fig. 6, containing the padding, is then to be dropped into the mould or die through the hollow tool, fig. 11, the collet being uppermost. The punch, fig. 10, is the next to be forced down with pressure through the hollow tool, by which means the collet, the padding, and the edges of the outer covering of the button, will all be forced into the shell, fig. 5, which will retain them sufficiently secure till the button undergoes the final pressure for completing it. The button thus far produced is to be removed from the die or mould, fig. 9, by a wire, which is passed up through the mould for that purpose, as is the usual practice.

Fig. 13 is another die, and fig. 14 is a punch, by which the final or completing pressure is given to the button. The nature of the counter-sinking of this die will be evident on inspecting the drawing; and it will be seen that the punch, fig. 14, has a plain face. The button, on coming from the die or mould, fig. 9, is to be placed with the collet downwards, and the same is pressed into the die, fig. 13, by the punch, fig. 14, at the same time the workman holds a piece of tissue paper between the button and the punch, to prevent the face of the button being injured in appearance by the punch.

Having thus described the nature of my invention, and the manner of carrying the same into effect, I would have it understood, that I lay no claim to any of the tools or dies or parts of the button herein shown and described, they being similar to those heretofore used in making like kinds of buttons; nor do I claim the making of the flexible shank (or part by which the button is attached) of thread; but I would have it understood, that what I claim as my invention of an improvement in the manufacture or construction of buttons, is the manufacturing or constructing covered flexible shanked buttons with collets having oblong holes, by which the flexible shank is not required to protrude, but the button may with facility be sewed or attached to the garment by passing the needle under the threads, *a*, in the direction of the length of the oblong hole as above described.

Enrolled January 10, 1835.

JUST TRIBUTE.—The tragical fate of a meritorious engineer, *Phineas Davis*, who was crushed by an accident on the Baltimore Railroad, was noticed some days ago in this paper.

In the ninth annual report of the Chesapeake and Ohio Railroad Company, the following just tribute is paid to the character and services of this ill-fated individual:

Phineas Davis was the first who constructed an engine, capable of being used on the road, in which anthracite fuel was successfully employed. With untiring patience, he bore disappointment after disappointment; and the eminent and splendid results, which ultimately rewarded his efforts, are ample testimonials of his genius, and will identify his name, most honorably, with that great system of internal improvement, which is yet to work so many and such important changes in the relations of society. Of a quick and clear conception, in matters relating to his profession, he possessed a calm discriminating judgment. The warmth and energy of inventive talent were tempered by a prudent foresight and great practical skill. He seldom, therefore, took a step, which was not a secure one; and the success of his suggestions, when put into practice, gave them, from the first, almost the same weight as if they had been the dicta of experience. His private worth and unassuming manners, were not less remarkable, than his rare abilities. The Board deeply regret his loss, and hold his memory in sincere respectful and considerate.

[From the New-England Farmer.]

Poor Laws of Great Britain.

We received the Edinburgh Quartely Journal of Agriculture for June, some weeks ago; and now proceed to take some notice of its contents.

The *first* article is an elaborate comparison of *The Poor Laws of Great Britain*, from which it appears that the poor have been much more judiciously managed in Scotland than in England. We select one paragraph to show the difference between the laborers of those two countries.

"The mode of living in Scotland has been lower than in England; and hence it is less expensive to provide for a poor man here than in the south. An English laborer thinks himself starved, if he does not daily eat butcher-meat and white bread, and drink malt liquor; whereas in Scotland *milk* and *meal* (oatmeal) make a plentiful house, and *our ablest ploughmen take nothing more*. Potatoes, which the children of our gentry prefer to bread, are re-

garded with considerable scorn by laborers in the south of England. What an English laborer spends on his bacon, beer, and white bread, is in the hilly parts of Scotland spent by the Scottish laborer *on the education of his children.* Nay, the most intelligent and popular of the English periodial writers, William Cobbett, M. P. seems to have no idea that better can be done for English laborers than to feed them well with bacon, bread and ale. He does not appear to think them capable of rising to intelligence, or finding their highest enjoyment in the cultivation of their minds, as religious and moral beings, and in the ambition of educating their children to the possession of accomplishments not enjoyed by themselves."

An eloquent advocate of Temperance in our own country, has said, "The drunkard knows that when he shall have spent his all and become a pauper, he will have a better claim to your property than you have; and that his support will be provided for, whether your estate can support you or not." In some parts of England, this principle has been carried out into an alarming extent; and the following startling facts will prove that pauperism has *there* become an intolerable burden:

——"Out-door relief to able bodied persons is also given in money, and first without requiring labor in return. The applicant pleads that he has been unable to obtain full work, that he has lost a day or two, &c. On such pretexts, young men demand from the unlimited resources of the parish an indemnity for their loss. Young men in this way often receive 2s. 6d. or 3s. per week; and employing their time in depredations of various sorts, *do no work whatever.*

——"In winter generally, a laborer in the country comes on the parish, whatever he may have earned in summer. It is enough that he is now in want, having no work, or short work and short wages.

"Many parishes oblige the occupiers of property to employ the applicants for relief at a rate of wages fixed by the parish; and depending, not on the *services*, but on the *wants* of the applicant, the employer being paid out of the poor-rate all that he advances in wages above a certain sum.—The conduct or ability of the laborer as a workman is not regarded.

"Parishes sometimes employ in actual labor, and pay wages to the applicants for relief who say they have not found employment. They are set to dig gardens or fields, or to work on the roads. Such labor has in all cases proved most unprofitable; little or nothing is done; the men have indulged themselves in utter laziness; and usually become so infamous, that no body will employ them. Whatever his previous character may have been, parish employment of an individual though occasionally on the roads, ruins him as a laborer. Every principle of industry is violated. When the single man gets 5s. the married man for the same work gets 10s, so that they are made to feel that the *work* and the *wages* have no true connection. The sense of shame is soon obliterated by habit and example. Attempts to treat the deserving better than others, have always done harm. It excites murmuring, and ultimately to satisfy the clamors of the undeserving, the scale of relief is raised.

"By subsistence in a poor house, the paupers in England usually remark that *they live better there than they ever did before.*—They have excellent apartments, good beds, and abundance of the richest food. They live no doubt in the society of many bad or profligate persons, but to this they become accustomed; and children brought up in the workhouse are extremely apt, when places have been got for them, to desert their service and return to the workhouse. In general the workhouse is a large almshouse in which the young grow up in idleness, ignorance and vice; the able bodied are maintained in sluggish sensual indolence; the aged and more respectable exposed to worthless society; and the whole body of the inmates subsist on food, far exceeding both in kind and amount, not merely the diet of the independent laborer, but that of *the majority of the rate payers.*

"It will not appear surprising that this system of poor laws is popular with the inferior orders of society. The laborer feels that it gives him perhaps low wages, but always easy work and independence. He need not bestir himself to seek work; he need not study to please his master; he need not put any restraint upon his temper; he need not ask releif as a favor. He has all a slave's security for subsistence without his liability to punishment. As a single man indeed, his income does not exceed a bare subsistence, but he has only to marry and it increases.—If he abscond and desert his children, he knows they will be well taken care of.

"In consequence of this perpetually increasing evil, the English nation, for the year ending 25th March, 1832, paid in poor rates the sum of £7,036,968; although in that year the price of corn was extremely low.

"It appears that in one parish, that of Cholesbury in Bucks, the collection of the poor rates in 1832 suddenly ceased in consequence of their enormous amount. *The landlords gave up their rent, the farmers their tenancies, and the clergyman his glebe and his tithes.* It was found that even by dividing the whole land of the parish among the able bodied paupers, these able bodied paupers would be unable to get their bread out of it without aid, during two years, from the neighboring parishes; and that after all, the aged and impotent must remain a permanent burden on these neighboring parishes. In other quarters, farms became untenated, or the rent reduced to a half or less, on account of the poor rates. The Commissioners* mention a farm in Kent of 420 acres of good land, tithe free and well situated, which had just been thrown up by the tenant on account of the poor rate. Near Aylesbury they mention forty-two farms untenanted. At Thornborough, Bucks, 600 acres unoccupied, and the greater part of the other tenants had given notice that they were to quit their farms. Many other places are mentioned as in a similar state from the same cause.—Generally after 1820 this disastrous result was proceeding gradually over England, in consequence of the increasing burden on the possesors of land.

"*The soil of England has of late been hastening fast to become the inheritance of the poor,* without enriching them, because the same poor rates keep them down which had brought down the former proprietors.—Divide the land of a parish among the poor, and they are speedily oppressed by the necessity of supporting the progeny of improvident marriages whom the poor laws oblige them to maintain in affluence.

"Good ploughmen are not to be found. The laborers say they do not care to plough, because that is a kind of work which if neglected will subject them to punishment; and if properly done requires constant attention, and the lads do not wish to learn. Nine able bodied young men were in the workhouse last winter; such was their character that they were not to be trusted with thrashing. When the bad season is coming on, the laborers frequently dispose of any little property they have, such as a cow or a pig, so as to entitle them to parish wages. The workman tells his employer he does not want his work or his wages, he can do better on the parish.—By an old experienced laborer it was supposed that one laborer forty years ago, would do more than two of the present day.

"One great evil has been that those laborers who retained their independence could get no employment, because the farmers were *coustrained* to employ the bad workmen. Take the case of Wm. Williams, a hard working industrious married man, who had acquired two cows, and a sow and ten pigs, and saved £70; he also got a legacy of £46. The consequence of this was that no one would employ him, although his superior character as a workman was well known. He told me (says the employer) at the time I was *obliged* to part with him, 'while I have these things I shall get no work; I must part with them all; I must be reduced to a state of beggary before any one will employ me.'

"Matters soon came to this, that mothers and children would not nurse each other in sickness until they were paid for it by the parish, which was accordingly done.

"But all these effects of the English poor laws seem slight compared to their effects on the morals of the female sex of low station.——

"In Great Grimsby, the overseer says that most of the relief is altogether unnecessary; but he is convinced that if an abatement were attempted, his life would not be safe; he looks to the farmers for support which they dare not give, considering that their lives and property would be in danger.

"At Great Gransden the overseer's wife told Mr. Power that two paupers came to her husband, demanding an increase of allowance; he refused them, showing at the same time that they had the full allowance sanctioned by the magistrate's scale; they swore and threatened that he would repent it; and such was their violence, that she called them back, and prevailed with her husband to make them further allowance.

"The question is apt to occur, Why did not the English Legislature at once adopt the Scottish system? The answer is, that the pretended omnipotence of *parliament would have been unequal to the task of carrying such a reform into effect.* To withdraw five millions sterling from the subsistence of able bodied persons in England, *would have produced a convulsion,* to encounter which the resources of the state, either civil or *military,* must have proved unequal."

In our selections, we have omitted many disgusting details, and now willingly turn from this dismal picture to the urbanity and pleasantry of our author's concluding lines:

"We of Scotland wish every degree of success to our bretheren of England in their attempt to heal *a gangrene of 250 years' endurance,* which appears after all, not so pernicious to the rich, whose wealth only it effects, as to the poor, whom it sinks into a state of intellectual and moral degradation; and who but for this evil in their institutions, form naturally the best, the bravest, the most generous, and the noblest race of human beings that have hitherto appeared on this globe,—excepting always, of course, their northern neighbors and admirers."

* Appointed by his Majesty "to make a full and diligent inquiry into the practical operation of the Laws for the relief of the Poor in England and Wales."

NEW-YORK AMERICAN.

OCTOBER 17—23, 1835.

LITERARY NOTICES.

The North American Review, Number LXXXIX; Boston, Charles Bowen; New York, G. & C. Carvill & Co.—It has already been announced in the journals, that the editorship of this Review has been transferred to Mr. *Palfrey*, who, upon all hands, is admitted to be admirably qualified for such a station. We know not, whether this number is of his preparation and supervision, but are sure it is a very good number. We annex a list of the contents.

Art. 1. Gurley's Life of Ashmun; 2. Modern Law of Nations; 3. Matthias and his Impostures; 4. Classic Mythology; 5. The Laboring Classes in Europe; 6. Dr. Channing; 7. Study of Natural History; 8. Mrs. Sigourney and Miss Gould; 9. Thomas Carlyle; 10. Worcester's Dictionary; 11. Travels of Reed and Matheson,—Colton's Four years in Great Britain.

There is variety enough in this list. Let us speak briefly of some of the articles. The first, on *Gurley's Life of Ashmun*, interested us much. We have not read that life, and know but little of the merits and character of Ashmun. We need not say that now, we shall read Gurley's book, for it treats, as the Reviewer shows, of a man, who, in any condition, and on any scene, would have acquitted himself with distinction. This volume, and its hero, are thus introduced by the Reviewer:

This volume is both a just and generous tribute to the memory of a good man;—one of the martyr school,—whose names "smell sweet, and blossom in the dust." The capacities of his character were such, that had he lived in any age or country, their energy must have hurried them into development, and distinction too, as inevitably as the waters flow to the sea. They did so as it was; regardless indeed, apparently, of their destiny for a while, and wavering here and there by "many a winding bout," through subterranean realms of shade; yet true to themselves, through all things,—purified by the filtration they encountered,—accumulated,—accelerated,—and so struggling, and still struggling, onward and farther on, till finally the daylight gleamed, and they poured themselves forth to the sunshine, in the rejoicing rush of the cataract. Obscurity, penury, persecution, disaster, passion,—what a history of them is recorded here; and how vainly do they, each and every one and all together, contend with the unconquerable will!

These things, we know, have become comparatively common in our times,—almost commonplace. It is emphatically the adventurous age we live in. The Argonautic was not half as much so. The Roman was tame in comparison. The Chivalrous was sluggishness itself. The spirit which belonged then to individuals, belongs now to the era. That which was little above the physical propensities,—the blind impulse of ambition or acquisitiveness, or both,—and was busied almost exclusively, of course, like the strong man's phrenzy, with wreaking its vengeance and wasting its vigor in sightless strivings to pull down the pillars of the great sanctuary of society, even over his own head, that spirit (if it can be called such,) is subdued at length in some good degree into subordination of the intellectual, social, spiritual instincts of man.—New avenues are opened to his energies in these departments; the world is no more divided between a camp and a charnel-house. Mind, instead of force, has become the arbiter of nations; mind is the medium of influence, the measure of advancement, the minister to the gratification of those old longings of humanity, which, though never to be reasoned out of it, may yet be, and have been a thousand times refined. A diligent minister it is,—indefatigable indeed, but willing and discretionary,—admitted to the privilege of advising and to the participation of results,—a companion and counseller, more than a slave.

The spiritual instincts, strictly, are included in the catalogue of resuscitated powers. The manifestations of these are in their nature noiseless, and void of ostentation; and their achievements are the same; but they are none the less real, nor the less considerable, for the want of those qualities which most attract the admiring gaze of men. The missionary spirit, alone, were sufficient to characterize the age. It is the missionary age, not less than the mechanical, or the mental as those have severally described it who chanced to be engrossed by its changing aspects;—it is the age of each and all,—the age, as we began with saying, of adventure. The application of steam to purposes of navigation was an adventure. The railroad was another. Every discovery of science, and every application of it in art and in practice, were others. So was the American Revolution; and so was the French. So was the Temperance Reform; and so was the Bible Society, and the whole organization of the Public Benevolence; and the scheme of the Education of the People;—all of them and myriads more, harmonious issues of that stupendous source of sublime events and experiments,—the mind of man,—fairly awakened at last from its slumbers, and as a giant refreshed, relieving its panting energies with the luxury of *adventure*.

The life of Ashmun lay in an important division of this great field of enterprise. He devoted himself early to the cause of African Colonization,—itself one of the noblest demonstrations of the enlightened intellect, and courageous but considerate enthusiasm of the times. At a critical period in its history, he became its ruling director; and for years afterwards,—the pregnant years of the formation of its first character,—the responsibility of its whole regulation depended upon him alone, as the Colonial Agent of the Institution. Nor is it too much to say, that the absolute preservation of the Colony, and its present existence, may be ascribed to his incredible exertions of an equally incredible energy; united, indeed, with an extraordinary firmness in other respects, for the place he was found in, at the momentous juncture referred to.

In the following reflections, there is matter of warning, as of regret. It is sometimes said, jeeringly, that few persons die of too much application to study, but in many an instance, besides that of Ashmun, the *stamina* of the constitution, have been undermined by too earnest and constant application:

The young man's incessant application, as might have been expected, soon compelled him to abandon his studies altogether for a time, and to travel through Connecticut and other sections, for the restoration of his health. Doubtless, though he apparently succeeded in its recovery to a tolerable extent, it was but just tolerable after all; and there can be no reasonable question that at this period were established the incurable sources of that irritability and feebleness which covered so much of his after life with gloom, and so much thwarted his most anxious desires, and finally, in the prime of his days, forced him to yield to the trials of a foreign climate and a laborious station, after struggling for years with both, through mere exhaustion of this early enfeebled frame. How filled are the annals of American Colleges with cases of this kind! What hundreds of young men, with bodies and minds like those which Ashmun possessed at the outset, and with such character too,—such energy, ambition, zeal to be useful;—have thus broken themselves down in the fine flower of a noble vigor, that, duly husbanded, might have made them the blessing and praise of the world. Who can estimate the loss to literature, liberty, religion;—the loss from disease, and from death, alike—the loss in what has been done, and what has not been, and in how it has been done; to say nothing of the misery endured, and the imbecility entailed, and of the ultimate incalculable influences of all, including the contagion of evil example, on the generations yet to follow us!

Art. II. presents a rapid sketch of the origin and growth of that international code, called the Law of Nations. A code by which, it is assumed, that civilized peoples *do* govern themselves in their intercourse with each other—but which, more than any other, is liable to be affected by that sort of make-weight, which the Gauls especially, from the time of *Brennus* have been accustomed to throw into the scale—the sword.

Art. III. justly pronounces the history of Matthias's imposture to be a "bitter satire upon the age and country." Would only that the exposure of the delusions and villanies it records, might have the effect of abating the fanaticism in which they alone can live.

Art. IV., on the Classic Mythology, is a paper of merit, research, and originality. We subjoin an extract that will strike our readers.—[Omitted for want of space.]

And here, for the present at any rate, we must stop with this Review.

An Atlas of Outline Maps; intended for the use of Students in Geography. New York, H. Griffin & Co.—The object of this small *folio* Atlas, containing eight skeleton maps, viz: the two Hemispheres—the four quarters of the Globe—dividing America into two maps—and the United States—is, we presume, by giving the outline or form of each division, to afford to students the opportunity of filling up the sheet; so that, by thus ascertaining for themselves the relative position of different countries, and setting them down in their proper places, the facts may be the more indelibly impressed upon the mind.

Norman Leslie, a Tale of the Present Times. 2 volumes. New York, Harper & Brothers.—These volumes, it is sufficiently known, by reason of excessive preliminary announcements and flourishes in the newspapers, are from the pen of *Mr. Fay*, one of the Editors of the N. York Mirror, and known too favorably, by previous writings, to make it, one would have thought, a matter of good taste, or of expediency, to precede their appearance by such indefatigable puffing as we have witnessed.

This fancy sketch, founded in part on real incidents, is dedicated to a name new in letters, *Colonel* Herman Thorn! New, did we say, in letters? Not so—for his countrymen have within a few months been edified by the publication of a *diplomatic* correspondence undertaken by him, in order to vindicate the right of every free American to be presented at foreign courts! These letters, not less by their literary merit than their patriotic and truly republican! design, made the name of their writer familiar as household words—and now, when both *Colonel* and *Mæcenas* are added to that name, it cannot wholly die.

But to our book,—shall we truly say, what we truly feel, that it disappointed us? It is even so. It lacks discrimination in delineating character; and its women, especially, are such as the world it treats of, could not know. The story is unskilful and inartificial. The incidents, either very common place, or hugely impossible, and the tone of conversation, male and female, bad, decidedly bad. In all that makes, or aims to make, this a story and painting of real life, it is, in our judgment, a failure. But when the author surrenders himself to the revellings of his own feelings and imagination,—when, as in more than one fine chapter in the second volume, he speaks with the true unction of an artist, of the enthusiasm, the mortifications, and yet the alluring excitements of an artist life, we feel that he is no common writer.

The following reflections, after a feverish and heated ball, whence the hero of the tale, *Norman Leslie*, had just come forth, into the stillness and lifelikeness of a great city, wrapped in darkness and slumber, though not remarkable for any thing particularly original, are natural and impressive:

The young man walked on; there was a fever on his cheek and in his heart. There is a singular power in the calmness of night, and in the holy silence and order of nature, upon the imagination of one suddenly freed from the giddy throng and glare of a revel. How it hushes the ordinary passions! The mind, which has been like a stream disturbed, settles into a wonderful clearness; and

you see defined thoughts and minute feelings far down in its transparent depths. But night is nowhere so impressive and solemn as in the worn haunts of a mighty city. You behold the abandoned paths with something of the feelings with which you pause among the ruins of an ancient town. True, in the one case ages have rolled away since the solitude was broken by eager and thoughtless steps; and in the other, only hours: yet the effect upon the observer is strangely alike. The human sea has washed from its shores, and left the marked and naked channels exposed to the eye. The clash and roar of worldly interests have died away; you tread the solemn aisles, half-disengaged from earthly anxieties and excitations, with the cold and passionless loneliness of a spectre. Are there those sleeping around who have awakened your hatred? how its secret fires seem dimmed and burned out! Can you look upon the heavens, strown with mysterious and eternal worlds, lying in the same bright places for ever!—on which all the great of history, Homer, Socrates and Alexander, Sylla, Cæsar, and Pompey, Mohammed and Jesus, have fixed their eyes—upon which the startled imagination cannot conjecture for how many thousand years to come, other immortal heroes and poets may gaze,—can you look upon them, and *hate* one of the myriads who are floating away with you, beneath their calm faces, like the specks that hang in their beams? Can you—exalted, purified as your mind then is—hate any less object than those evil principles, those tremendous passions and vices, which have clouded the paths of human beings with darkness and wo?

But if you have been guilty of a rash action, if you have been the yielding victim of some momentary impulse or local interest, how wondering and abashed are you in those holy moments! How noble then does virtue appear! How vast and high seems love! How unutterably insignificant and mean those motives and influences which tempt the energies and guide the destinies of the human race!

Of his power of description, we subjoin this sketch of Rome during the carnival.

Whoever has not witnessed the festivities of the carnival week at Rome will scarcely lend credit to the burlesque extravagances even to this day committed by all classes. It is a page of reality resembling one of old romance; and the stranger wonders to see its antique and remarkable leaf thus bound up in the prosaic volume of common life.—The grave and sensible Englishman, the observing and intelligent American, is astonished at the spectacle of a whole people abandoned to the maddest freaks of frolic and fancy—disguising themselves in grotesque habits, masking their faces, altering their gait, form, and demeanor—entering with lively ardor into the wildest folly. From the violent gesticulations and various costumes it appears as if the theatres of the world had emptied their wardrobes, and sent forth their performers to play each in the face of Heaven those thousand parts in other countries—at least in ours—reserved for the midnight stage. Here a brigand stalks in the full glory of arms and equipments, with flowing tresses, dark mustaches, and a countenance of more than human ferocity. He steals along after the rolling carriage, and aims his carbine at some beauteous victim. There a Spanish lover, with his graceful cloak, broad hat and feathers, and love-breathing guitar, sings his serenade to each passing fair: sometimes, for the occasion excuses all civil familiarity, he murmurs a soft air to an English belle in her carriage; sometimes whispers love to the gay French girl; sometimes kneels to the *Contadina* in the street; and again, directs his strain to a bright face peeping from a palace window, or leaning and laughing over a balcony. Behind him stalks a knight glistening in armor, who bears upon his lance the favor of his lady-love, or hands a letter on its point to the first pair of eyes that take his fancy—stranger or native, high or low. The fierce Saracen stalks through the throng, brandishing his cimeter and twirling his mustaches. The copper-colored Indian with his tomahawk threatens swift destruction to each shrinking maid. Old lords and ladies, in dresses of antique magnificence, recall the splendors of the most celebrated courts. The frolicksome sailor reels along, as if the light Italian wines had been too strong for his brain.—The lover sighs—the warrior shouts—the spectre glides; and many striking characters are correctly dressed, and represented with serious accuracy and excellent effect. Others there are who delight to fling over the whole the oroadest possible air of ridicule. Humpbacks swelled into mountains—eyes glaring like moons—huge mouths—bald pates—overgrown stomachs—statues of twice the ordinary size—deformed foreheads—and noses of such ponderous dimensions, magnified proportions, and rubicund colors, as may chance, if you eat too heavy a supper, to haunt your late slumber in the shape of an incubus—all that mirth and ingenuity can invent to distort and carricature, here floats upon the vast and ever-moving tide, rising and sinking in the dense, universal commotion—disappearing, and appearing again; carriages loaded with double numbers—horses rearing with two and four—women seven feet high, and sweet girls in uniform of banditti. Those whose ambition does not seek to support distinct and memorable *rôles* content themselves with the simple smooth common mask—a pretty girlish countenance, whose everlasting repetition at length wearies the eye, and becomes no theme of curiosity or distinction.

Some, too—so picturesque are the inhabitants of Rome—even while wearing their every-day habiliments, can with difficulty be distinguished from the maskers; and the bare-footed and cowled monks and friars—the long-bearded mendicants, covered with rags and wrinkles—the fat priest, and the stern soldier, are only known from the giddy surrounding concourse by their unmasked faces, their steady step, and their grave demeanor. Nearly all the town join in this sport; or, if they do not actually participate, at least throng together by thousands and thousands to witness it and swell the extraordinary spectacle. Countless numbers of ladies, both natives and foreigners, may be seen either in their carriages or at the windows—gentlemen and noble, young and old, peasant and duke, all mingled and blended together in a wild, excited, half-familiar, half-merry, half-mad mass of human beings—crying, laughing, screaming, gesticulating, leaping, dancing, singing, shouting, and pelting each other with flour sugar-plums, or oats steeped in plaster of Paris resembling them, and covering the air, the street-walks, and all the population, with the white of a universal snow-storm. A hundred thousand people are not unfrequently assembled, either as actors or audience, upon the scene of action, which is in the Corso and the adjoining streets, squares, and avenues.

Our readers, on either side of the ocean, need not be reminded that the Corso is the Regent-street, or Broadway, of modern Rome, straight and exceedingly narrow, built up closely on both sides with high houses, or gloomy, but immense and magnificent, old palaces, all of which are crowded upon every point; where men and women sit, stand, or climb from roof to basement, cornice, pedestal, and balcony. Through this principal thoroughfare two processions of carriages and pedestrians go slowly, in opposite directions, pelting each other, and all around them and all above them, with snowy tributes; and receiving in return discharges in showers from every quarter. The middle of the street presents a tide of the gayest and gaudiest colors, and the most lively motion—not unlike the rapid stir and agitation of a fierce battle. On either side, tiers of seats—a most lucrative profit to the proprietors—are provided for the thousands who desire, stationary and secure, to behold the giddy scene. A sloping bank of faces thus rises on either hand of those moving in the procession, leaving only a passage sufficiently wide for the two rows of carriages to pass each other.

LEGENDS OF A LOG CABIN; by a Western Man; 1 vol., New York, GEO. DEARBORN.—So much has recently been written about the west, that the appearance of this volume did not awaken the interest in us, which the publication of a new native work seldom fails to create; and we confess that it has now lain for three Saturdays, upon our table, without our having even turned over the leaves, until the last moment. When opening it for the first time, however, we at once discovered its claims to consideration, upon recognizing some passages of thrilling power, which were copied into our columns, from the *American Monthly*, in which they originally appeared. A subsequent examination of the volume sustains the estimation which we had formed of the author from these specimens of his skill. He is certainly a writer of no common powers; and if this work be the harbinger of future literary efforts our "western man" is destined to an enviable place among the most popular authors of the day. Vigor and versatility, a flowing and energetic style, touching pathos and racy humor, eminently characterize this collection of tales, and with these elements of good writing, practice alone is wanting to make their possessor a master of his craft.

The "Hunter's Vow," which is the chief of these legends, is decidedly the best back-woods story that we recollect to have met with, though the peculiar powers of the author are displayed with equal force in both the story of the "Frenchman," and "The Wyandotte". His forte lies in a certain familiar and naked way of relating the most appaling incidents, so as to invest them with a horror, which, as in the last moments of *Outesie*, and the frightful fate of poor *M. Girond*, who "left town suddenly," approaches to the grotesque.

The hero of the principal story, is a youth of twenty, whom ill health has prevented from learning the wood-craft necessary for the education of a backwoodsman. The 'doctor' of the settlement had lent him books to beguile his long sickness. "And these," in the words of an old borderer, who tells the story, "were in the end, the means of ruining the boy; for as he grew stronger, instead of taking to the woods and earning his bread like a man, Ham Cass was forever poring over old musty books." The reproaches of his sweet-heart because he will not put in for the prize in rifle-shooting, are launched in vain, against the wilful student: His old father, too, takes it very much to heart, that he has no companion upon his hunting excursions, and he grieves, as the cares of age thicken upon him, at having no one to assist in sustaining his household.

One morning as he was getting ready to start for Fletcher's Island, where he had some 'coon traps, the old man seemed very low; at last he broke out, —"If it had pleased God to spare James, I would not need to go alone to risk my old scalp among the red skins."

At these words, Ham jumped up from the stool where he had been, as usual, poring over a book—"Let me go with you, father. I will go with you."

"You, boy!" said the old man with a sigh.—"No! no! that will never do. You do not take kindly to the woods, and it's no use forcing nature. No! no! stay you at home, and help Betsy."

For the first time in his life Ham seemed to feel some shame at being thus turned over to help at women's work. He begged hard to be allowed to go, and was so earnest that the old man consented. He still would cherish the hope that the boy might yet take to the rifle; a father does not readily give up hope of his only son. They both entered the canoe, and went down the creek. To encourage the boy in his new found spirit for the woods, the old man began to tell one of his early hunts in Virginia, but he had not yet warmed in his story, when, on looking up in his son's face,—'twas clear the boy was day-dreaming—he watched for a moment, then sighed. "Well," thought he, "it is no use forcing nature, the boy does not take to the woods, nor to the rifle, nor to any thing that is of use, as I see. We may as well let him have his own way, and if all goes well, some day or other he may make a schoolmaster if they ever want any thing of the kind in the settlement." With these thoughts in his mind, they arrived at the first trap, which was on the main land, near the mouth of the creek; here they found a large otter and two 'coons. The old man was in high glee with his luck, and they were soon busy taking the skins.

Ham was not very good at the work, and before he had half finished skinning the 'coon, he cut the pelt in so many places it was hardly worth the trouble of taking off, and finished by planting the knife pretty deep in his own hand. This, of course, put an end to work for that day; and when he had washed and bound up the cut, Ham set himself down on the bank, took out and old volume, and was soon deep in his book as usual. The old man finished his work alone, and having got all ready

to start for the island, he gave Ham a call to step into the canoe. Three times calling roused Ham from his book, evidently very loth to leave it. The old man saw that his son did not care to be disturbed, and wishing to please him in every thing, proposed that the boy should sit on the bank and wait his return. Ham caught at the word, and before his father had fairly pushed off, he was fast as usual to his book. How long he remained there it it would be hard to say, for Ham Cass was not very apt to measure the time when he had a book in his hand, he was roused by the sharp crack of a rifle, a loud whoop, and a scream of mingled fear and pain. He looked up; the island, which at the near end was about one hundred yards from where he sat, was covered for the most part with tall rank grass, very few trees, and no brush-wood of any consequence; so that from the high bank he could command a view quite across the island: Through this grass he saw his father running for life, pursued by a tall Indian. The old man gained the shore opposite to where his son stood, the Indian, tomahawk in hand, close behind. "Fire! fire! boy," shouted the old man. The boy seized his father's rifle, which the kind old man had left behind lest harm should come to the boy, and he having nothing to defend himself; he fired, the ball skipped along the water, far below the island and twenty yards from the mark. The Indian raised a shout of triumph, the white man a shriek of despair; still he had one chance for his life, he might reach the canoe, and push off before the savage could overtake him; he gains it, but the Indian is close at hand; one push, the light bark floats upon the stream, he springs in, grasps his paddle, but e'er it touched the water, the tomahawk came whizzing through the air, and buried itself deep in the old man's skull. With an exulting shout the savage sprang upon his falling enemy, and plunged the knife into his heart; and while the poor boy was trying in vain to fire the rifle which he had hastily loaded, he saw the scalp torn from his father's head by the Indian, who again raised his loud war-whoop. Then, as if in mockery of the attempts of the boy at revenge, he tossed the scalp into the air, catching it as it fell; repeated the feat again and again, shouting and whooping all the while in the full enjoyment of gratified ferocity.

Ham Cass stood gazing on the murderer of his father as if the frightful spectacle had turned him into stone; and it was not till he heard the ramrod of the Indian ring in the barrel of his gun, that the boy recollected that his own scalp could only be saved by putting the high bank betwixt him and the Indian's rifle. He ran, without knowing whither,—chance directed—he took the road towards Harmer, the settlement four miles below; but e'er he had passed half the distance, at a sudden turn in the road he came upon a scouting party —Bill Taylor, Jim Johnson, and myself,—who were out on a tramp. "Halloo! Ham Cass," said Taylor, "is that you? What brings you so far from your books and cousin Betsy? a rifle in hand, too! Have you taken to the woods at last like a man? Why Ham Cass," continued he, observing that the boy made no answer, "what is the matter, that you stand there staring like a stuck pig; are you dreaming?"

"Dream!—Dream!" murmured the boy, in a low unnatural voice. "Dream; yes it was a dream; that shout, that yell of agony, the tomahawk that crushed his skull, it was a horrid dream, a fearful dream." "Boy, you are dreaming yet, and talking in your sleep, wake up;" and Taylor gave him a rude shake. I could not bear to see the old fellow use the boy so roughly, and spoke up; "Let him alone, Bill Taylor, let him alone, he will come to himself in a bit; sure something is wrong, see how his eyes stare, his hair is wet with sweat, the veins on his forehead are like whip cords, and look how his face works. Something has gone wrong. I pray God that old John Cass and Betsy may be safe and well. Hamilton, my poor boy! what ails you? speak out we are all friends."—"Friends! friends!" shouted Ham, catching a hand of each; "are you my friends, true, good friends? then you may yet save him; come, come to the river,—to the river. Oh! for a canoe; where—where shall we find one?" "Why, if that is all, Ham, our canoe is hid not twenty rods from here; but tell us, boy, what has happened."

Hamilton had now sufficiently recovered his senses to give a confused, though pretty intelligible account of his father's fate, hurrying us all the while towards the river. The story was not ended when we arrived at the bank. Taylor and I soon dragged our canoe from under some brush-wood where we had hid her, and we all took to the river. Ham now finished his strange story, and Bill Taylor broke out, "Did you fire only once, Ham?" "Only once," said he, "I tried to fire again, but the old thing—and he gave the rifle a push—flashed in the pan again and again." "Flashed," said Taylor, "that's queer, too; old Swiftsure did not use to behave so, let me look at the load." He fixed the screw, and drew the charge. "No wonder," said he, "Swiftsure did not go off. Why, boy! did you ever hear of a gun going off when you had put the ball and wadding first, and the powder on top? Look!" turning towards Johnson and me; "did mortal man ever see a gun loaded in such a way? Old John Cass's life has been fooled away by a poor slip of a boy that don't know how to load a rifle." Bill Taylor's compassion was all lost in vexation and contempt for a grown man who could not load a rifle. "I never thought so much book learning would come to any good.—Twenty years old and not know how to load a rifle!" Taylor went on grumbling and moaning, but after the first word Ham seemed not to hear him; he started when the mistake was first pointed out to him, and looked eagerly at the charge, but in a moment his face became calm and stern, he sat in the bow of the boat immoveable as a rock, his eyes fixed on Fletcher's Island, which was now in sight. A short pull brought us to the spot; the Indian had gone off in the canoe, but we soon found the body of old Cass. He was quite dead, the rifle had hit him in the side, it was only a flesh wound, and did not prevent his running for life; but the tomahawk had done for him, and the knife pushed in just under the long ribs, would no doubt have taken the life, if life had remained. We all feared that the sight of the body would drive Ham quite crazy, but it did not; indeed, to my eye he seemed not to mind it at all; he looked cold and indifferent, and only spoke once when we proposed to take the body to the house. "No! no! to the settlement! —to the settlement!" We agreed. Taylor said it should go to his house, and be taken to the grave from thence. They determined to land Ham and me at the creek so that we might go up to the cabin to look after Betsy, while Taylor and Johnson took the body to the settlement; they promised to send a wagon for us and the few things of value in the cabin. We landed accordingly, and took, in silence, the path to the house."

The old man is buried, and a bitter interview ensues between his niece and the youth, who were betrothed. The latter disappears from the village, but returns in the evening to have an interview with the hunter who tells the story.

The good-natured settlers become concerned about the fate of the young Cass, and a scouting party is made up to overtake and bring him back, if possible. The expedition gives rise to a variety of wild-wood incidents, which enliven the action of the story, and develop more than one striking character with the most happy originality. Some of these animated episodes we shall take another opportunity of quoting. The fulfilment of the vow we leave our readers to learn from the book itself, to which these extracts will be a sufficient recommendation.

At that moment some one touched my arm; I turned, it was Ham Cass. "This way," said he, and he walked rapidly towards the woods. I followed, we were soon deep in the woods on the way towards the Cass cabin; I tried to say something to him, but when he turned his cold stony eye upon me, I could not speak. I had known that boy from a child; he was always gentle and shy, but very kind-hearted, and willing to do any thing that did not take him too long from his books; but now there was a something about him I could not understand—a firm determined look, a cool, decided, self-confident way, not at all natural to him, and which I confess, daunted me a little. At length we came to the cabin; Ham stopped in front, and took a seat, I sat down beside him.—"Balt Williams," said he, "you are the only one that has not cursed me for my folly and my wickedness in the murder of my father. I will prove to you, that, bad as I have been, I am not so bad as *she* called me,—I am no coward. But first, Williams, show me how to load the rifle," and he handed me his father's gun. I took it, and did as he desired; he watched me closely; when it was done, "Now," said he, "let me see you fire at a mark." I showed him the sights along the barrel, and explained, as well as I could, how it was done. "It is too dark now, Ham, for a small mark; you see that blaze on the tree, I will hit that;" I fired and hit it. "Now," said Cass, "let me try." He took the gun and loaded it carefully, and as well as the oldest hunter in the territory could have done. I was surprised; we shall see, however, I thought, when he comes to fire; he has camped out somewhere or other last night, and his hand must needs tremble. I was mistaken; he raised the rifle to his shoulder, and as his eye ran along the barrel, the gun was as motionless as though it lay upon a rock; he fired, the ball hit the very centre of the mark. "That will do," said he; "and now, Williams, good bye." "But Ham, where are you going? you must not leave me, you must return to the settlement and see cousin Betsy." "See her! never;—she called me a coward, said I had no feeling, no heart, I that loved her as my own soul. This she said when my heart was broken with sorrow." Here I interrupted him; "Nay, Hamilton, you must think no more of this; she has said she was sorry; she was crazy, but now she longs to see you, and to beg your pardon, for she is sure you will forgive little cousin Betsy, to whom you have always been so kind." "Did she say this?—God bless her for it, but I must be gone; look here, Williams, I have provided for a hunt." He turned to the corner of the hut, and showed me his powder horn and bullet bag well filled, a small bag of parched corn, and a venison ham. "But where are you going, what are you to hunt?" said I. "Where am I going?" echoed Ham, "what am I to hunt? Balt Williams, I am going to the woods to hunt revenge. You thought me a boy, an unfeeling idiot, who could stand by and see his father murdered, and never strike a blow in his defence. Now hear me: may the curse due that murder rest on my soul forever, may disease and premature decay waste my body, and remorse and everlasting despair prey on my spirit, my name be abhorred while I live, and my memory accursed when I die, if I have not my revenge. No human threshold will I cross, with no living being will I hold friendly intercourse, or claim companionship, till my knife drinks his blood. I know him well, I saw his face and figure when he did the murder, and this morning I marked his tracks upon the sand; I will hunt him to his death; he tore off my poor father's scalp,—let him look to his own!" and he ground his teeth fiercely. "Nay, Ham," I replied, "this will never do; a young hunter like you to take to the woods alone; the very beasts will destroy you, to say nothing of the Indians." "Beasts destroy me!—beasts! they shall be my companions, and each one shall learn from me some new and bloody lesson. I'll teach the hungry wolf ferocity; the bear that is robbed of her whelps, I'll teach revenge; with the beasts will I live, and like them will I die, unless I have my revenge." With these wild words Ham caught up his bags, shouldered his rifle, and was gone. I watched him for a moment till he sprang into the woods, and I lost sight of him.

[*From the Legends of a Log Cabin.*]

THE HUNTER'S PERILS.—On the fourth day, about noon, being then about forty miles direct distance from H———, we came upon the trail of a large body of Indians, who had passed there the day before, and were going up river. It was not a war party, as the tracks of women and children were mingled with those of grown men. We followed four or five miles, when, at a soft piece of ground, I caught sight of a foot-mark I knew right well.—'Twas the broad flat foot of the Indian, whom we called Broadfoot. I showed it to Johnson, who agreed that there could be no doubt as to whom it belonged. We traced it along till at the top of a ridge the party separated, Broadfoot and four others taking a course directly out from the river; and the others, principally old men, women, and children, still following up the stream. Here Johnson and I called a halt, and consulted whether we should follow Broadfoot and his gang, or the larger party.—Johnson was for the latter plan, saying, that where there were so many women and children, they must needs move slowly, and we should easily overtake them, and like enough take a scalp or two. I wanted to track Broadfoot still, both because I longed to take the scoundrel's scalp, and because I could not but think we stood the best chance of finding the

boy, by keeping on the trail of the enemy of whom he was in search. Finally, Johnson, gave in, and we followed the smaller, or war party.

Poor Jim grumbled a good deal at what he called my wrong-headedness. "There were twenty or thirty tracks," he said; "they were going slow, and by night we could have overtaken them, and taken a scalp or two at least. Even a squaw's scalp would have been some satisfaction; nay, a child's would have been better than nothing."

"What on earth do you want with a squaw's scalp, much more with a poor popoose's, Jim Johnson?" said I.

"Why, Balt, I don't want a squaw's scalp, nor a popoose's, if I can get a warrior's; but surely half a loaf is better than no bread. Here we have been on a range four days, and have not had a shot at a red skin—man woman, or child—though we all know the woods are full of them. It is too bad; I vow it is a disgrace to the settlement there has not a single scalp been brought into Harmer in a month." Johnson went on grumbling and complaining, but I did not mind him, but kept a sharp eye on the trail. We followed it steadily and pretty rapidly till night-fall; we then camped, lighted our fire, cooked a bit of bear steak, and went quietly to sleep. Next morning we were early on the trail, and followed it steadily till near noon; then a new foot-mark joined it; I gave but one glance, 'twas Ham Cass. The sight of the foot-marks warmed my heart; I gave a glad shout, and followed the trail with renewed energy. I did not lose the chance of bragging over Jim.—"See, Jim, was'n't I right after all? I knew the boy was true breed, the genuine old hunter blood is in him, and for all his book learning it will show itself; you see he is on the right scent now, and my word for it, he will tree the game." Just as Johnson began some light and joking reply, I heard the sharp crack, crack, crack—three rifles. Johnson, who was a step or two in front of me, gave one bound right up into the air, and fell dead at my feet. At the same time I felt a numbness in my right leg; I too was hit. I looked up the hill side, five Indians were bounding down at a great rate. There was no time to lose, I ran for life. Luckily the ball had not touched the bone; in a moment they were all after me at full speed. I gave one glance over my shoulder to see how they were coming; only one was very near me, and if I could but escape him, I had no fears for the rest, for on level ground, even with my hurt leg, I could leave any Indian far behind me on a short race. In a minute more I heard another rifle; I glanced behind. The Indian who was nearest me—and he was fearfully near—stood still, groping in the air with his hands for a moment, and then fell. One of his companions had hit the wrong mark; the Indians saw the fatal error, and filled the air with their yells. I ran on; making for a creek we had passed in the early part of the day, I soon found that no one was after me, but there was little safety in that; the savages could not look at my trail without finding that I was wounded, and this would encourage them to hunt me down. My wound, too, began to be very painful, and I felt that it would be impossible for me to reach the creek without a rest; yet I scarce dared stop, till at last I came to a sycamore tree, which was hollowed out by rot. Here I determined to make my resting place; in the upper part of this hollow I can probably remain concealed, or, if discovered, sell my life dearly. The only opening to this tree was about four feet from the ground, scarce large enough to permit a man to crawl in; once in, the space would easily permit a dozen men to stand at ease. I crept in and began to take a regular survey of my little fortress. I found there were several small holes, the size of a dollar, and one, near twenty feet from the ground, where a limb had broken off, which was larger than that at which I had entered. Here I rested for some time, and having plucked some leaves as I went through the woods, I now chewed and applied them to my wound with great relief. You may well suppose I kept a good look out all the while, lest the savages should come on me unawares. I had watched there for more than an hour, when I caught sight of them following my trail. The first was a chief, a large, tall, powerful fellow, with a feather in his high tuft of hair, medals on his breast, and Wampum beads hanging in strings from his dress. At his belt hung a fresh scalp, which I knew could only be poor Johnson's. He was followed, in Indian file, by six others; slowly and cautiously they advanced on the trail, till they came within fifty feet of the tree. Here they halted, and I could have picked one off very easily, but I thought I would wait and see what plan they would adopt. After some whispering and gesticulating, two of the Indians were detached, and made a circuit round the tree, apparently to discover whether the trail led beyond it.—When they had completed their round and joined their companions, they held another long talk; finally, three raised their rifles and fired at the hole in the tree. One of the balls only entered the hole, but as I took good care to be out of range, it did no harm. Again they held a talk; they seemed irresolute what to do, and I began to think they would leave me, but such was no part of their intention. I saw them again raising their rifles for a shot, when a plan entered my head by which I hoped to get two lives at least; so when they fired I gave a furious scream, as though wounded, and then began to groan; at first very loud, and finally slowly and softly, as though just dead. The stratagem had its effect. At the first scream the Indians gave a shout of triumph, and then, as they heard the groans, they advanced towards the tree. Still their natural craft did not entirely desert them, for they crept on very slowly, stopping every now and then, and listening with eager attention. Finally, the head man stood beside the opening, he poked in his rifle, moving it about; then he thrust in his head; and just as he was fairly in, I fired, and blew the top of his head all off. He fell forward, his body blocking up the hole. In an instant I sprang on him, wrested the rifle from his dying grasp, pointed it from one of the small loop holes, fired, and another Indian was dead beside his Chief; the others gave one yell of despair, and took to trees. There was now, for a while, a cessation of our warfare. The Indians, each hid behind some neighboring tree, were concealed from me, and did not seem very much inclined to leave their covert. In the mean time I was busy rifling the dead Chief. The gun I had taken, and which had already done me such good service, I found, on looking at it, was Johnson's; the savage had a well filled bullet pouch and a horn of powder; the ammunition was of immense importance to me, as I had not above a dozen charges left, and there was no telling how long this fight might last. I also got a large bag of parched corn, and a small (pity it was so very small) flask of whiskey. Having secured these valuable spoils, I resumed my quiet watch of the savages.

The sun was near setting, when I saw them, at a signal, fly each from his tree, and take refuge behind a small rise in the ground about twenty or thirty yards from my tree. Here they were out of my sight, and, what was worse, they could creep round, and approach on either side without my knowing where to look for them. "This," thought I, "will never do; I'll see if I can't break up the council they are holding, or at least get an idea of what they are about." I began to climb the sides of the tree. As the rot had eaten in irregularly, it left a good many knots and knobs; so that, notwithstanding my lame leg, I made out finally to reach the upper hole. Cautiously I poked my head out, and was rejoiced to find that I could command a full view of my enemies. There lay the whole five, their heads together, talking and pointing, evidently hatching some plan for my destruction. Having satisfied myself that from the top of my fort I could hit one of the savages, I descended again, and fastening one end of my belt to my side, and tying the two rifles, ready loaded, to the other, I ascended again. Just as I caught sight of the savages, two of them made off, rolling and creeping along till they were out of range of my rifle; then they took to the woods, and I saw no more of them. Here was another hint to me to be in haste, as the varmin were sending for reinforcements. Slowly and carefully I pushed out my rifles, and resting one in the crotch of the tree, I took deliberate aim at the nearest Indian. He lay flat on the ground, and my ball hit the very centre of his head. His companions sprang on their feet, gazing all around, evidently at a loss to tell whence the blow came. As they stood there I could take perfect aim, and in a moment another fell, with a ball through his body. The second shot roused the remaining Indian to the necessity of putting shelter between him and me. He sprang behind a tree. Here he remained a long time, till finding he was not likely to move, and knowing that their reinforcement could not be far distant, I determined to be off. I went to work with my tomahawk, cutting a hole in the tree opposite to where he lay, and in half an hour's time I could creep out. I then hid Johnson's rifle, took my own in hand, and crept softly out. Taking advantgke of the ground, I was soon out of sight of the Indian; then I sprang to my feet, and made towards the creek with my best speed. I walked more than an hour undisturbed, and began to indulge the hope of reaching the creek without further danger. I had gained the top of the last hill, and the creek lay in the valley below; I paused for a moment, and looking back, I saw four stout Indians on the opposite hill, not more than a mile behind me. They must have seen me at the same moment, for their loud war-whoop rang through the woods. I did not wait for another look at them, but made for the creek. I gained the bank, plunged into the stream. Oh! how pleasant was that cool water to my parched skin and burning wound. I swam with the current, which was pretty rapid, till at a turn in the stream I saw a large raft of drift wood. I struggled towards it, and diving, came up between two of the largest logs. They lay so close together, that I could barely get my eyes, nose, and chin, out of the water; and as the logs touched a few inches above my face, I was in nearly total darkness. Here I lay, half dead with fatigue and pain, waiting the coming of the savages. I soon heard by their shouts that they were near—were descending the stream. One of them came on the raft; he stood for a moment on the log that concealed me; his weight pressing my head under water—had he remained many minutes, I must have perished. He moved onwards, however, and then, like an old otter, I poked my nose out of the water to blow. For near an hour I heard their shouts near the raft, then they began to grow more and more faint, and finally died away. I waited some time, lest some straggler might have remained behind. At last, hearing nothing of them, and being nearly exhausted, I left my hiding place, and swam into the open stream. It was quite dark; I was wet, hungry, and lame; still I dared not rest, there was no hope of safety but in instant flight. By hard tugging I detached a large log from the raft, and drew it into the middle of the stream, then laying myself at full length upon it, I began to float down the stream.

PROFESSOR SILLIMAN'S APPEAL IN BEHALF OF THE AMERICAN JOURNAL OF SCIENCE.—We noticed some months ago this appeal, which went to show, that unless more liberal support were extended to the *only* American scientific Journal, it was in danger of perishing. See how a British periodical takes it up,

[*From English's (British) Mining Review for July.*]

AMERICAN JOURNAL OF SCIENCE, Vol. 28. RICH.—We are induced to notice this volume, which our want of space would have otherwise compelled us to defer until a future opportunity, from the circumstance of its containing an Address to the friends of science and knowledge by the Editor, from which we are given to understand that the patronage bestowed on the work is insufficient for its support.

The talents of Professor Silliman, and the character of the American Journal, are too highly appreciated on this side the Atlantic to need our testimony, and it is with feelings of deep regret and astonishment we learn, that a nation professing a regard for literature and philosophy, should have been so indifferent to the success of a periodical, which has materially conduced to raise America to the rank it now holds in the scientific world.

The appeal is addressed to his own countrymen; but Professor Silliman is entitled in the highest degree to be considered as a Citizen of the World, there being few parts to which his reputation has not extended, and if by quoting the following extract from his address we can promote his views, it will afford us sincere gratification.

Then follows the Address of Prof. S. alluded to above.

THE SUBMARINE VESSEL.—The experiment with this machine took place at St. Ouen, as proposed. The vessel was repeatedly sunk to the depth of ten or twelve feet, and re-appeared on the surface at different points. M. Godde de Laincourt got into it, and remained there a quarter of an hour. He stated that he did not experience the least difficulty of respiration during his voyage under water. An official report upon the subject is about to be sumbitted to the French Government.—[Athenæum.]

SUMMARY.

PORT OF LIVERPOOL.—The immense intercourse between the ports of the United States and that of Liverpool, will dispense us from the necessity of any apology for inserting the annexed article, detailing officially, some important improvements as to the lights and buoys off that port.

[*From the Nautical Magazine, for September.*]

IMPROVEMENTS IN THE LIGHTS, BUOYS, &c. AT THE ENTRANCE OF THE PORT OF LIVERPOOL.

Compass Bearings.

Dock Office, Liverpool, June 30th, 1835.

The Trustees of the Liverpool Docks and Harbor hereby give notice, that, in accordance with the recent survey of Capt. Denham, R. N. the following improvements in lighting, beaconing, and buoying, of the approaches to the port, will be in operation on and after the night of the first of August next, viz:

Point Lynas Light.—This light, hitherto so situated as to preclude seeing it seaward, and merely shown by a single reflector upon the long-shore aspects, will be advanced to the pitch of the point, and exhibited from a castellated building (with white basement) recently erected thereon, with a powerful steady light, of the natural color, produced by 13 argand lamps and reflectors, ranging over 211 degrees of the northern and south-eastern horizon, at an elevation of 128 feet above half tide level, rendering it visible, in clear weather 6 to 7 leagues from a ship's deck; or within 1 league of taking up the N.W. light ship of Liverpool. This light is so masked for local inshore effect, as to obscure itself when brought eastward of S.E. 1-4 E. which clears the *Middle House* 1-4 of a mile, or northward of N. by W. which clears the *Dallas Rocks* 1-4 of a mile, and indicating when you ought to tack out of *Red Wharf Bay.*

The Formby Floating Light will, on and after the same night, show its natural color with increased power, in lieu of the red light hitherto exhibited.

The Rock Lighthouse will exhibit a black ball above its balcony, whilst 12 feet water remains in the "Rock Gut" by day; and a steady light (from a lower chamber in the western aspect) will indicate the same by night.

A Floating Beacon will be moored in the place of the present fairway buoy, at the new channel entrance; presenting a black conical figure, bearing this inscription: "To New Channel E. 3-4 S." and surmounted by a large black ball, elevated 23 feet, with a self-acting Bell.

New Channel Land Mark.—In order to render the line of leading objects into the New Channel more available in hazy weather, or accidental absence of the light vessel; a dark bulky frame-work has been erected on the high-water shore of Formby, in line of the light-vessel and light-house.

Hoylake Lighthouses.—These buildings, in order to distinguish them more effectually from the neighboring houses, will henceforth be painted white.

Dove Beacons.—Two beacons will appear on Dove Point, instead of one, affording a leading mark when brought in line upon the bearing of S. by E. for passing between the Dove Spit and East Hoyle, in reference to the eastern entrance from Hoylake.

The buoys will henceforth be distinguished by the initial of the channel or bank they respectively occupy, i. e. F. *Formby*, C. *Crosby*, N. *New Channel*, HF. *Half-tide Swatchway*, H. *Horse Channel*, HE. *Heltre Swatch*, R. *Rock Channel*, L. *Lake* (Hoylake) B. *Beggar's Patch*, K. *Knowl*, (Newcome.) They will likewise be numbered in rotation. No. 1 always denoting the outer, or seaward buoy of the channel its letter indicates; and the turning point, or elbow, of each channel will be distinguished by a perch buoy; bearing in mind that red buoys lie on the starbord hand, and black upon the larbord, when running in.

Additional Buoys.—Eighteen additional buoys will be laid down by the above date (making 56 in all) and thus disposed. *One* (red) and *one* (black) on each side of the New Channel, between the present buoys. *One* (red) on the eastern edge of Jordan Bank, between the present buoys. *One* (black) on the edge of Formby Bank, next northward of Crosby buoy. *Two* (black) on the Low-water edge of Bootle sands. *One* (red) on edge of Rip-raps. *One* (red) on edge of Mockbeggar Wharf, between the Dove Spit of West Wharf Buoys. *One* (black and white) on west end of Beggars Patch. *Two* (red) on east edge of East Hoyle Bank, within the present buoys. *Two* (red and white) on the west side of Helbre Swatch. *Two* (black) on the east side of ditto. *One* (white with black stripe) showing the fairway of Half-tide Swatchway, 1 mile westward of Formby fairway buoy. *One* (red) on the end of Hoyle, in Hoylake, abreast of the church. And a black (Nun) buoy, (marked K. 1.) upon that part of a shoal now called *Newcome Knowl*, which has lately grown up so as to have but 14 feet water upon it at low water springs. This buoy bears from the N. W. light-ship E. 1-2 S. 2 1-2 miles; and from the New Channel floating beacon S. S. W. 1-2 W. 2 miles.

The whole of the foregoing will be clearly shown and explained in the forthcoming completed edition of Capt. Denham's Survey, of which the dock trustees published an exact chart last year, under sanction of the Right Hon. the Lords Commissioners of Admiralty.

By order of the Liverpool Dock Committee,
H. M. DENHAM.
Marine Surveyor to the Dock Trustees.

N. B.—The navigation of the port will be further assisted by an arrangement which will enable the light-vessels to act as telegraphs, whereby ships' numbers or casualties will be more readily transferred to the town.

"ALL BAGGAGE AT THE RISK OF THE OWNERS."—It has lately become very common for incorporated rail road and steam boat companies to advertise conspicuously, in the above words, in order to screen themselves from liability, in case of the loss or miscarriage of any baggage entrusted to their care. To test the legality in regard to the operation of such an advertisement, two suits have recently been instituted against the Camden and Amboy Rail Road Company, in both of which full and ample damages were given for the plaintiffs. An action was tried on Thursday of last week, in the Superior Court, before Chief Justice Jones, in which the above company were defendants, and Mr. Ralzamon Belknap was the plaintiff, for the recovery of a trunk entrusted to their care for transportation to Philadelphia.

It was urged on the part of the defendants, that the missing property had not been left in the care of any of the agents of the company, but was merely placed in the office, while the plaintiff was paying his fare *as a passenger;* the advertisement announcing that the company were not responsible, &c., was also read in court. On the part of the plaintiff, it was contended that although the defendants did give notice that they refused to be responsible for the loss of property falling into their possession in the regular course of their business operation, under the sanction and by the authority of their charter, yet their edicts were utterly futile and of no avail, *and they were liable, both in equity and law, for the loss or destruction, under such circumstances, of any chattels, or goods belonging to other persons.* In his charge to the jury the learned judge coincided with the arguments of the plaintiff's counsel, and the jury awarded damages in the sum of *three hundred dollars*, for the plaintiff. So that, all baggage is *not* at the owner's risk.—[Mer. Adv.]

NAVAL.—The U. S. frigate Constitution, Com. Elliott, arrived at Gibraltar, in 23 days passage from New York, officers and crew all well.

The St. Louis and Vandalia were to sail on a West India cruise from Pensacola about the 10th inst.—[Gazette.]

The ship Meridian at Baltimore, on the 15th Sept. lat. 45 53, long 60, passed a New York Pilot Boat, standing east—no doubt the John D. Aymar in pursuit of Mr. Bowen, who sailed in the Caledonia on the 1st. ult.—[Gazette.]

We learn that the Commissioners appointed to treat with the Western Indians, have returned to Fort Gibson, after having successfully accomplished the object of their mission. A treaty of amity was concluded by them, between the United States and the Cherokees, Creeks, Chootaws, Osages, Senecas and Quapaws. Nothing occurred to interrupt the general harmony, and all parties separated with good feelings.

There is no doubt but that this arrangement will be productive of happy effects. It is the first time these wild Indians have met upon such an occasion. They have heretofore kept the frontier in a state of alarm, and have attacked with eqal impartiality, citizens of the U. States and the Indians.

We learn that there are three families, or divisions, of these Indians, who inhabit the great Western prairie. These are the Camanches, who are the most numerous, but who have no fixed or permanent villages, and follow the herds of buffaloes, with their moveable lodges, sometimes North and sometimes South of Red River.

The Witchetas, consisting of several bands, some living North and others South of Red River. Those North are the Towecash and Wachos.—They have fixed villages, and raise corn and vegetables.

The Kioways are the third family.—They have no fixed residences, but wander from the Cross Timbers on the Arkansas, Canadian and Red River, to the Rocky Mountains; and are sometimes, though not often, found south of the Red River. As many different terms have been used in designating these Indians, we have thought it would be acceptable to remove the confusion occasioned by an imperfect knowledge of them, and give their divisions as reported by the Commissioners.

From some cause not known, the Kioways did not attend; but we learn that a deputation of their Chiefs was expected at Fort Gibson, to give their concurrence to the arrangement made.

We further learn, that the Commissioners have very judiciously inserted a provision in the treaty, inculcating the desire of the United States upon the Indians, that they remain at peace with Mexico.—[Globe.]

We were told a few days since in Washington, that a gentleman of Paris had left, by his will, about ONE MILLION of dollars, for the purpose of endowing a National University in that city. We learned also that the constituted authorities of the city had received official information of the fact, with a copy of the will. The Alexandria Gazette alludes to the rumor. Could not the National Intelligencer satisfy public curiosity on the subject?—[Fredericksburg Arena.]

We have the pleasure to inform our friend of the Arena, that we believe his intelligence is substantially correct. We learn that information has been received by the government, that such a bequest was made by some English gentleman of fortune, and that the sum of 200,000 pounds sterling will in all probability inure to this city for the erection and endowment of a University. The money, we understand, was bequeathed in the first instance to the only son of the testator, but in case of his death without heir, to go to the City of Washington for the purpose above stated. That contingency occurred, and the princely legacy accrues to the city. It is probable that the President will communicate the fact to Congress early in the next session.—[Nat. Intel.]

The Intelligencer of Saturday also contains the following paragraph respecting the legacy: We understand that it would be more accurate to say that the English legacy of 200,000, was bequeathed "to the United States, for the purpose of establishing an University at the Seat of Government for the promotion of the arts and sciences." The money, we are informed, is in the hands of the Lord Chancellor of England, ready to be paid over conformably to the will, which fact he has communicated to our government, with a copy of the will.

SALE OF STATE LANDS AT OSWEGO.—On the 15th inst., the Surveyor General sold, at Oswego, the piece of land on the west side of the river, embracing the site of the old fort, and also a block on the west side of First street. The land between First street and the river, consisting of about three acres, sold for $108,175. The block between First and Second streets was divided into 12 lots, 66 by 100 feet each, and the whole sold for $46,460—total amount of sales, $154,635.—[Argus.]

CANAL TOLLS.—The tolls collected on the New York canals for the first week in October, amount to the sum of $60,034 93. The whole sum received for tolls from the opening of navigation to the 7th of October, has been $1,154,000.—[Argus.]

ACCIDENT.—Yesterday as the agent of a train of cars, on the Boston and Providence Railroad, was imprudently standing on the outside guard of one of the cars, leaning over too far, came in contact with the railing of a bridge, over which the road passes, with such violence as to cause his instant death.

[*From the Oswego (N. Y.) Observer.*]

CENSUS.—Agreeably to the return of J. H. Wright, Marshall, the census of the town of New Haven, is as follows:

Total number of inhabitants, 1551. Males 785. Females 766.

[*From the Chicago American.*]

Of the numberless letters received at the Post Office, of inquiry relative to this town and country, one has been handed us to answer, that the information here given, may be also satisfactory to other strangers who are making similar inquiries, as well as to the writer of the following, who dates from Tuscaloosa, Alabama. Few intelligent perpersons have resided here many months, without being severely taxed with letters of this description. Jonathan, in particular, draws largely upon their liberality—is minute in his inquiries—and most unconscionably tedious.

The writer asks,

1. "What is nearly the amount of the population of Chicago at the present time?"

Four thousand. Three years ago it was perhaps three hundred. Two years ago, six or eight hundred. One year, 2000. And now, as above, about 4000.

2. "How long are goods generally getting from the Atlantic cities to your's?"

They are now from twenty to thirty days from the city of New York. The commerce of this important metropolis, will soon induce the proprietors of lines upon the Lakes to provide some other facilities than those now possessed for expediting the passage of vessels, such as steamboats stationed on some parts of the route for towing them through difficult channels, &c. Circumstances will render expedient the adoption of such conveniences as will place the average time of transportation from New York at less than twenty days.

3. "How great a portion of the year is your navigation closed up by ice?"

The Lakes are generally ready for navigation about the first or middle of April, although vessels did not sail from Buffalo last Spring (which port is closed a month later, generally, than others on the Lakes) until the 15th of May. Navigation usually closes about the last of November or first of December.

4. "How is the climate of your town compared with, say, Albany, New York?"

The latitude of Chicago is the same with West Point, (N. Y.) The climate, as is the case with the West generally, is milder than that of the East in the same latitude. The cold season is shorter, and the autumn more serene and less rainy. The sky is purer, and the twilights long and beautiful.

5. "What is your highest temperature and your lowest; and how low did the thermometer sink during your coldest weather in the last *cold* winter?"

The highest temperature which we have known since our residence here, was 94 degrees. The winter before last, it sunk to 28 degrees below zero. Last winter to 22 degrees, while in N. York in sunk to 34 degrees. We have never seen a series of observations by the Thermometer, by which we might learn the mean temperature here.

6. "How is the *health* of your town and the region of country round about?"

Chicago is doubtless the most healthy town of any in the State of Illinois. In the months of August and September fevers are frequent, such as are common to the West generally; chiefly bilious and fever and ague. In the winter and spring there are some cases of pleurisy. Consumptions are not *indigenous* in Illinois. The country at present is more subject to diseases than the town.

7. "How many schools have you, and of what description?"

We have three public schools, besides a private school for ladies, the former of which are supported by the interest of the town fund arising from the avails of the sixteenth section in this township, which fund amounts to $40,000 bearing interest at 10 per cent. per annum. In respect to means for the support of education, Chicago is more bountifully supplied than any town or city in the west, or in the nation.

8. "How many churches, and of what denomination?"

There are five, the Episcopal, Presbyterian, Baptist, Methodist, and Roman Catholic.

The above are some of the inquiries which are reiterated by almost every mail, and it is thought an answer given in a public manner, might satisfy many such inquirers, and be of general service.

We learn by the Chicago American, that goods were received in that place, twenty days from New York, by the brig Indiana, of the Eagle line, and twenty-one days by the schooner Agnes Barton.—These we believe to be the quickest trips which have been made from New York, via the Erie Canal and the Lakes. The distance is over two thousand miles, and the passage would average about one hundred per day, including the time of transhipment at Buffalo, and other stoppages on the Lake.

The schooner Grecian, Captain Stubbs, of Bucksport, arrived at that place on Friday last, with a few goods from the ship Eagle, stranded at Sable Island. The Grecian lost an anchor, sprung some of her spars, and drove over the shoal at the west end of the Island. A small schooner fitted out at Orland, Maine, to go to the wreck, was lost near Goldsborough, in a gale last Tuesday; five persons drowned, one saved.

About 30,000 dollars in value of dry goods, sent from the Eagle to Bucksport and Castine, the chief part of which was advertised to be sold this day, at Bucksport, are coming to this port under a new arrangement, which will afford the owners an opportunity of identifying their goods.

Bituminous Coal in Massachusetts.—The Taunton Gazette states on the authority of a letter from Mansfield, that a bed of bituminous coal has been discovered, on the land of Mr. Alfred Harden in that town, about half a mile from the Providence Railroad. It was discovered in digging a well, ten feet below the surface of the ground, the vein being more than six feet in depth. It is added that a blacksmith in the neighborhood has made trial of the coal, and pronounces its quality to be good.

Pittsburg, Oct. 9.—The River.—We walked down this morning to look at the river, which we found in excellent condition, and saw that our business men were improving the opportunity afforded them. We counted twenty-three steam boats lying along the shore. Nine of these were entirely new—some not quite finished, and some just being finished. Eleven others were engaged either in receiving or discharging cargoes. Among others there were boats for Louisville, Nashville, Florence, St. Louis, and other places.

Office Board of Health.

Charleston, 16th Oct., 1835.

The Board of Health deem it expedient, in order to remove any misapprehensions which may exist abroad, in relation to the health of the City of Charleston, publicly to declare, that no disease exists in the city of a character calculated to excite the least alarm; and that the Strangers' Fever which lately prevailed in a portion of the City only, has entirely abated. Robert Elfe,

Chairman of Board of Health.

Health of the City.—Within a few weeks past we have had many cases of fever, but not sufficient to cause alarm, or to amount to an epidemic. We have been told by eminent physicians of this city, that the cases of yellow fever which have fallen into their practice this season have been more mild in its form than has occurred for many years past. We trust that the rain which has fallen yesterday and to-day, will enable us to announce shortly that our city is free from all disease. Many of our city papers, actuated, no doubt, by good intentions, have been rather premature in inviting strangers back to this city, but we do not think it advisable for some two or three weeks to come.—[New Orleans Union, Oct. 5.]

[*From the Newark Daily Advertiser.*]

Intemperance, Gambling, Fire and Death!—A horrible climax, but as natural as the connection of cause and effect. A shocking illustration occurred yesterday. Between 12 and 1 o'clock last night, the town was alarmed by the cry of fire, proceeding from two dwelling houses in Quarry street, occupied by several Irish families. So far as we have been able to learn, the fire probably originated in carelessness, resulting from gross intemperance and rioting among the occupants.—About nine o'clock in the evening, (it being *Sunday*,) one of the Constables, with a citizen, in pursuit of an Irishman who escaped from the Bergen County Jail on Saturday night, entered one of the houses unexpectedly, and surprised a party round a table playing cards! Other circumstances lead to the belief that the house had been during the day a scene of carousal and drunkenness.

The fire originated in the garret, where it was probably communicated to clothes hanging to dry, by a drunken woman who had been up several times during the evening and night with a light.—The boys asleep in the garret were waked by the smoke, and communicated the fact to the miserable inmates below, some of whom were still over their cups. One of the number, we hear, was so beastly drunk, that it was necessary to drag him out in order to save his life. Two young women, we are told, were found in very little better condition.

Another female—the wife of Patrick Doyle, a tenant—it appears, met the just retribution of the loathsome habits of the house. Instead of running out when the alarm was communicated, she went up stairs, and probably becoming bewildered in the smoke, perished in the flames! Such are some of the fruits of an Irish wake in Newark.

Mark Winslow.—This man who has grown gray in crime, was lately convicted at Boston of having in his possession a large amount of counterfeit bank bills of different denominations, some of which were of the banks of this State. He was sentenced to the State prison in Charlestown for the term of his natural life. On Thursday morning, he committed suicide by opening the jugular vein, in the Leverett street jail. That forenoon he was to have been conveyed to the State prison. The Boston papers of yesterday inform us that he left in his cell the following letter to his wife. How true it is, that "the way of the transgressor is hard."

My dear wife—(thou best of women)—most deeply do I regret and repent that I had not lived agreeably to your good and sound advice. If I had I might now have been enjoying your good society with the rest of my friends. Oh! how I could be hurried on, and *unbeknown to you*, I cannot conceive—but, alas! so it is. I freely forgive all my enemies, as I hope to be forgiven, and I hope we may meet in another and a better world.

From your affectionate and loving husband,

Mark Winslow.

N. B.—Farewell all my living friends.

Thursday morning, Oct. 15th, 1835. M. W.

A Panther.—On Saturday last, Leonard North the son of A. North, Esq. of Champlain, went into the woods in persuit of deer. His dogs soon started one which the young man immediately shot. He directly found his dogs on another track, and from their noise and running, he soon discovered that they had started some uncommon game. He had gone but a short distance from the spot where he first killed the deer, when he espied a large panther in a tree, looking most wishfully first at the hunter and then at his dogs—wagging his tail ready to leap down upon his pursuers.—North lost no time to retrace his steps, and coolly and delibetately climbed up into a small tree with his gun in his hand, and taking sight at the head of this furious beast, put a ball through his head, entering under one of his eyes and coming out upon the neck near the shoulder.

The panther came down the tree and attempted to escape—the dogs pursued him so close that he took refuge in another tree. The young man again discharged his gun at the foe, and brought him to the ground badly wounded, still the panther kept the dogs at bay, nor was he so far disabled as to render it safe to come near him until a third fire from North had tamed his ferocity, so that his dogs could prevent his escape. He was killed and taken out of the woods, and weighed one hundred and forty two pounds—one of the largest sized panthers ever killed in this country.—[Plattsburg Whig.]

The Statue.

She lieth bare, in unveil'd loveliness,
Yet nothing naked; for the perfect charm
Of beauty and of symmetry doth dress
Her figure in a raiment bright and warm—
A garb most spiritual, which doth repress
The sensual eye of sense: with one fair arm
She leaneth on a pillow, softly sinking,
And her sweet face upturns to some voluptuous thinking.
The other, bending with a rainbow grace,
Plays with the hindmost tresses of her hair,
Over her shoulder. Oh! that love-toned face!
It beams a passionate pleasure on the air,
And makes us crave some silent dwelling-place,
To gaze and live on it for ever there!
A love-thought stirs her mouth; and o'er her eyes
Appears the memory of a thousand sighs.
Her rich-swell'd bosom, toward her white couch turn'd,
Spell takes the eyelids; and her limbs, extended
In animate perfection, are discern'd,
In all the harmony of structure blended,
Pressing each other's beauty: there hath burn'd
A dream of fire about her, which hath ended;
And now she looks reposing from that vision,
And from love's dream to love inviting soft transition.

[From the Boston Token and Atlantic Souvenir for 1835.]

The Bride.—*By Mrs. Sigourney.*

I came, but she was gone.
There lay her lute,
Just as she touch'd it last, at the soft hour
Of summer twilight, when the woodbine cups
Filling with deeper fragrance, fondly press'd
Through the rais'd casement, uttering tender thanks
To her who trained them. On her favorite seat
Still lay her work box open, and the book
That last she read, and careless near its page
A note, whose cover her slight pen had trac'd
With lines unconscious, while her lover spake
That dialect which brings forgetfulness
Of all beside. It was the pleasant home
Where from her childhood she had been the star
Of hope and joy.

I came, and she was gone.
But this I knew, for I remember'd well
Her parting look, when from the altar led,
With silvery veil, but slightly swept aside,
How the young rose leaf deepen'd on her cheek,
And on her brow a solemn beauty sat.
Like one who gives a priceless gift away.
And there was silence. Mid that stranger throng,
Even strangers, and the hard of heart, did draw
Their breath suppress, to see the mother's lip
Turn ghastly pale, and the tall stately sire
Bow with a secret sorrow, as he gave
His darling to an untried guardianship,
And to a far-off clime. Perchance his thought
Travers'd the moss-grown prairies, and the shores
Of the cold lakes—or those o'erhanging cliffs
And mighty mountain tops, that rose to bar
Her long-reared mansion from the anxious eye
Of kindred and of friend.

Even trifers felt
How strong and beautiful is woman's love,
That, taking in its hand the joys of home
The tenderest melodies of tuneful years,
Yea, and its own life also, lays them all
Meek and unblenching on a mortal's breast
Reserving naught, save that unspoken hope
Which hath its root in God.

Mock not with mirth
A scene like this—ye laughter loving ones—
Hence with the hackney'd jest. The dancer's heel—
What doth it here?

Joy, serious and sublime,
Such as doth nerve the energies of prayer,
Should swell the bosom, when a maiden's hand
Fresh from its young flower gathering, girdeth on
That harness, which the minister of death
Alone unlooseth—and whose power doth aid
Or mar the journey of the soul to Heaven.

AUBURN AND SYRACUSE RAILROAD.

NOTICE TO CONTRACTORS.

Sealed Proposals will be received until the 15th day of October next, at noon, by the undersigned, Chief Engineer and Agent of the Auburn and Syracuse Railroad Company, for the Grading, Masonry, and Bridges on said Road.

Individuals disposed to contract for the execution of the whole or any part of the work, will be furnished on application at the Office of the Company in Auburn, with blank forms of proposals, and printed specifications.

The contracts will be formed in the usual manner—a specific price being stated for each item of work, which price is to include the cost of material and labor required in rendering the work complete.

The proposals to be accompanied with the names of sureties, and where the parties are unknown to the undersigned or resident Engineers, the usual certificates of character and solvency will be required.

Individuals who have been employed on other works, must furnish satisfactory recommendations from the Engineer or Superintendents of the same. A rigid adherence to the conditions of each contract will in all cases be required.

It is desired that all the work in each section, including Grading, Culverts, and Bridges, should be embraced in the same contract, and it is requested that the proposals be made accordingly.

The plans of the different structures will be ready for examination at the Office aforesaid, by the 1st day of October next.

EDWIN F. JOHNSON,
Chief Engineer & Agent A. & S. R. R. Company.
Auburn, Aug. 22, 1835. 37—d15O

NEW-ORLEANS AND NASHVILLE RAILROAD.

NOTICE TO CONTRACTORS.

The New-Orleans and Nashville Railroad Company having decided to place under contract the first fifty miles of the Road, on the 15th day of December next, Proposals will be received at their Office, in the City of New-Orleans, from the 15th of November to the 15th day of December next, for the Graduation and Bridging of the same.

The Superintending Engineer, R. S. Smith, will be upon the ground to give every explanation relative to the manner of making Proposals, and such other information as may be required.

Of persons not personally known to the Engineer, there will be required certificates of character and qualifications.

This part of the road, extending along the shore of Lake Pontchartrain, is perfectly healthy throughout, and being the commencement of the most extensive work in the world, it cannot fail to be of great importance to Contractors to identify themselves with the work at its commencement, as those who are known to the Company as responsible and efficient will certainly be preferred to strangers during the future progress of the road.

The country through which the line passes is generally high pine ridge, and perfectly healthy.

H. J. RANNEY,
Chief Engineer N. O. & N. Railroad.
Engineer Office, N. O. & N. Railroad,
Aug. 25, 1835. 37

BOSTON AND NORWICH RAILROAD.

NOTICE TO CONTRACTORS.—Sealed Proposals will be received at the office of the Boston, Norwich and New London Railroad Company, in the city of Norwich, until the 14th of November next, for the Grading and Masonry of the first division of their Road, extending from Norwich to Jewett city, a distance of nine miles.

The road will be divided into sections of various lengths, to suit contractors, and will be ready for examination by the 5th of November.

Plans and profiles will be exhibited, and the line pointed out, on application at the Engineer's office, in Norwich.

The work to be constructed without the use of spirituous liquors.

Contractors will be required to present with their proposals the usual certificates of character and ability to perform the work.

J. P KIRKWOOD, } Engineers.
JAMES LAURIE, }

Norwich, Conn., Oct. 14, 1835. o22 dtn6t

VALUABLE FARM.

FOR SALE, one of the best Farms in the country, containing 200 acres; 50 acres of which are the finest interval land, annually overflowed. In point of advantages, beauty and healthiness of situation, the place is not exceeded; and it may be permanently leased for a rent equal to at least seven per cent. on the price demanded. Inquire, (if by mail, post paid,) of D. K. Minor, Esq., office of the American, New York. o19 3td&c

TO TUNNEL CONTRACTORS.

Proposals will be received by mail, or otherwise, for excavating a Tunnel on the summit of the Sandy and Beaver Canal. The Tunnel is 900 yards long, the material to be removed is a soft sand-stone rock, the highest part of the ridge through which it passes is about 90 feet above the top of the Tunnel. As the deep cuts at the termination are not excavated, most of the material will have to be removed through shafts. Proposals must be accompanied with good recommendations, as to skill and competency.

E. H. GILL,
Engineer.
New-Lisbon, Ohio, Sept. 17, 1835. 38—6t

TO TUNNEL MINERS, DRILLERS, &c.

Wanted, immediately, 40 Tunnel Miners, (Cornish Miners will be preferred,) 80 Drillers, 50 Laborers, and two experienced Mine Blacksmiths, on the New-York and Harlem Railroad, about five miles from the City. Liberal wages will be given, and cash payments made every fortnight. Apply at Mr. FOWLER'S, St. John's Hall, Frankfort street, New-York.

JOHN RUTTER, Contractor.

☞ The Albany Argus, Philadelphia U. S. Gazette and Pennsylvanian, will please copy this, and send their bills to the Railroad Company, 14 Wall street, New-York. 23—tf

RAILROAD IRON.

300 tons of Railroad Iron of the T pattern, just imported and for sale by HOWLAND & ASPINWALL,
s26 10t 55 South street.

AMES' CELEBRATED SHOVELS, SPADES, &c.

500 dozens Ames' back-strap and plain Shovels,
75 do do round-pointed do
150 do do cast steel Shovels and Spades,
100 do do Socket Shovels and Spades,
150 do do steel plated Spades,

Together with Pick Axes, Churn Drills, and Crow Bars, steel pointed, made from Salisbury refined iron. For sale by his Agents,

WITHERELL, AMES & CO.
2 Liberty street, New-York.
BACKUS, AMES & CO.
34—ytf 8 State street, Albany.

RAILROAD IRON WORK,

Of all kinds, made to order by GODWIN, CLARK & CO., Paterson, New-Jersey.

CAR WHEELS, BOXES, AXLES, and CAR SPRINGS, made and fitted complete, at short notice, and fair prices.

Orders addressed to them at Paterson, N. J., or 24 Broad street, N. Y., will meet with immediate attention.
Paterson, Aug. 19, 1835. 34—1y

RAILROAD CASTINGS,

MANY & WARD, Proprietors of the Albany Eagle Air Furnace and Machine Shop, will make to order car wheels, chairs and knees, and every other description of castings required for railroads. R-1y feb14

PATENT HAMMERED SHIP, BOAT, AND RAILROAD SPIKES.

☞ Railroad Spikes of every description required, made at the Albany Spike Factory.

Spikes made at the above Factory are recommended to the public as superior to any thing of the kind now in use

Ship and Boat Spikes made full size under the head, so as not to admit water.

Orders may be addressed to Messrs. ERASTUS CORNING & CO., Albany, or to THOMAS TURNER, at the Factory, Troy, N. Y. sept.12-1y

STEPHENSON,

Builder of a superior style of Passenger Cars for Railroad,

No. 264 Elizabeth street, near Bleecker street, New-York.

☞ RAILROAD COMPANIES would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlem Railroad now in operation. J25 tf

RAILROAD CAR WHEELS AND BOXES AND OTHER RAILROAD CASTINGS.

☞ Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to.

Also, CAR SPRINGS.

Also, Flange Tires turned complete.

J6 ROGERS, KETCHUM & GROSVENOR.

RAILWAY IRON.

35 tons of 1	inch by	½ inch,	*Flat Bars* in lengths o	
300 do.	1½ do.	¾ do.	14 to 16 feet, counter sunk	
40 do.	1½ do.	¾ do.	holes, ends cut at an angle	
800 do.	2 do.	¾ do.	of 45 degrees, with spli-	
800 do.	2½ do.	¾ do.	cing plates and nails to	
soon expected.			suit.	

250 tons of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and pins.

Wrought Iron Rims of 30, 33, and 36 inches diameter for Wheels of Railway Cars, and of 60 inches diameter for Locomotive wheels

Axles of 2¼, 2½, 2⅝, 3, 3¼, 3½, and 3¾ inches diameter for Railway Cars and Locomotives of patent iron.

The above will be sold free of duty, to State Governments and Incorporated Governments, and the Drawback taken in part payment. A. & G. RALSTON.
9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use both in this country and Great Britain, will be exhibited to those disposed to examine them. d71meowr

PATENT RAILROAD, SHIP AND BOAT SPIKES.

☞ The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

☞ All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.
Troy, N. Y. July, 1831.

☞ Spikes are kept for sale, at factory prices, by I. & J Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S.—Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

1J23am H. BURDEN.

SURVEYING AND ENGINEERING INSTRUMENTS.

☞ The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely *new*, among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also a Railroad Goniometer, with two Telescopes—and a Leveling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,
Mathematical Instrument Maker,
No. 9 Dock st., Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad, I cheerfully furnish thee the following information. The whole number of Levels now in possession of the department of construction of thy make is seven The whole number of the "Improved Compass" is eight These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet rised in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,
JAMES F. STABLER, Sup't of Construction
of Baltimore and Ohio Railroad.

Philadelphia, February, 1832.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.
Germantown, February, 1832.

For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.
Germant. and Norrist. Railroad
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